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TIME-TABLE.

WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29
Yau Ma Tei	Dep.	6.50	9.25	10.39	12.09	1.24	4.44	5.38
Shatin	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51
Tai Po	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04
Tai Po Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08
Fanning	Dep.	7.32	10.03	11.18	12.48	2.03	5.23	6.18
Shung Shui	Dep.	7.36	10.07	11.22	12.52	2.07	5.27	6.22
Shum Chun	Dep.	7.42	10.13	11.28	12.58	2.13	5.33	6.28

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	Dep.	7.51	10.22	11.37	13.07	2.22	5.42	6.37
Shung Shui	Dep.	7.59	10.30	11.45	13.15	2.30	5.50	6.45
Fanning	Dep.	8.02	10.36	11.51	13.21	2.36	5.56	6.51
Tai Po Market	Dep.	8.16	10.49	12.04	13.34	2.49	6.09	7.04
Tai Po	Dep.	8.21	10.53	12.08	13.38	2.53	6.13	7.08
Shatin	Dep.	8.26	10.59	12.13	13.43	2.58	6.18	7.13
Yau Ma Tei	Dep.	8.32	11.05	12.19	13.49	3.04	6.24	7.19
Kowloon	Dep.	8.39	11.12	12.26	13.56	3.11	6.31	7.26

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29
Yau Ma Tei	Dep.	6.50	9.25	10.39	12.09	1.24	4.44	5.38
Shatin	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51
Tai Po	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04
Tai Po Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08
Fanning	Dep.	7.32	10.03	11.18	12.48	2.03	5.23	6.18
Shung Shui	Dep.	7.36	10.07	11.22	12.52	2.07	5.27	6.22
Shum Chun	Dep.	7.42	10.13	11.28	12.58	2.13	5.33	6.28

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	Dep.	8.12	10.43	11.58	13.28	2.23	5.43	6.38
Shung Shui	Dep.	8.19	10.50	12.05	13.35	2.30	5.50	6.45
Fanning	Dep.	8.22	10.56	12.11	13.41	2.36	5.56	6.51
Tai Po Market	Dep.	8.36	11.09	12.24	13.54	2.49	6.09	7.04
Tai Po	Dep.	8.41	11.13	12.28	13.58	2.53	6.13	7.08
Shatin	Dep.	8.46	11.17	12.33	14.03	2.58	6.18	7.13
Yau Ma Tei	Dep.	8.52	11.23	12.39	14.09	3.04	6.24	7.19
Kowloon	Dep.	8.59	11.30	12.46	14.16	3.11	6.31	7.26

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Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	Dep.	7.45	11.30	12.45	13.15	1.05	4.15	5.05
Shataukok	Dep.	8.40	12.25	13.15	14.05	2.00	5.10	6.00

SUNDAYS AND PUBLIC HOLIDAYS.

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	Dep.	7.45	11.30	12.45	13.15	1.05	4.15	5.05
Shataukok	Dep.	8.40	12.25	13.15	14.05	2.00	5.10	6.00

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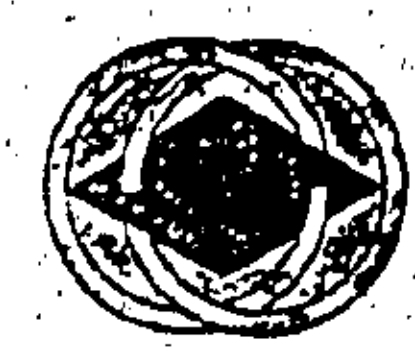
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| 1 Qt. Burgoyne's Burgundy. |
| 1 Qt. Martell's XXX Brandy. |
| 2 Qts. King Geo. IV. or Perfection Whisky. |
| 2 Qts. Tawny Dry Port. |
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| 1 Pt. G.F. Peppermint. |
| 1 Pt. D.O.M. |
| 2 Qts. Sup. R.O. Port. |
| 2 Qts. King Geo. IV. or Perfection Whisky. |
| 1 Qt. Engrand's XXX Brandy. |
| 1 Qt. Amontillado Sherry W.S. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 2 Qts. Medoc Claret. |
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THE MERCHANT NAVY.
AN EPIC OF THE WAR.

In the second volume of the official history of the war, which deals with the part taken by the Merchant Navy, Mr. Archibald Hurd continues his admirable narrative, from the torpedoing of the *Lusitania* up to the eve of the enemy's declaration of "unrestricted submarine warfare" on February 1st, 1917. The author brings home to us the fact of the great part played by merchant ships of the Tenth Cruiser Squadron in enforcing the blockade. The courage of the British seamen, suddenly called upon to support the operations of the Royal Navy, cannot be exaggerated. "The spirit in which these operations were prosecuted in fair weather and in foul, and in high latitudes where cold and fog prevail, constitutes the supreme vindication of the character and seamanlike qualities of the Merchant Navy, which was to be reinforced before the war came to its close by thousands of incidents of splendid and daring heroism in face of hopeless odds, and noble self-sacrifice in the common cause." This chapter of Mr. Archibald Hurd's history ought to be read by everyone, for few of us yet appreciate, because we have never known the facts, how much we owe to the Tenth Cruiser Squadron.

This history is being compiled under the auspices of the Historical Section of the Committee of Imperial Defence. As the author indicates, he has based his narrative on the voluminous records preserved at the Admiralty and Board of Trade, so we have in these pages the authentic story of the events at sea. We are told of the heroic conduct of merchant seamen, fishermen, and yachtsmen, all of whom had their part in the struggle; learn how the Merchant Navy transported the first million troops; trace the movement for arming defensively the ships which were carrying our food and munitions; read in distressing detail the tragedy of Capt. Fryatt, related for the first time in all its illegality; and, finally, are enabled to trace the careers of the three German raiders, the *Moewe*, *Seeadler*, and *Ulf*. It was well that this history should have been written to remind us of what we, as a nation of islanders, owe to the officers and men of the Merchant Navy.

Again and again in these splendid records the contrast between the English and German temperaments is, casually and unintentionally, enforced. Take the case of the sinking of the *Caucasian*, for instance. After a chase of over an hour that vessel became unmanageable on being struck by the seventeenth shell. The crew took to the boats, and the commander of the enemy submarine came alongside declaring that, owing to his order to stop having been disobeyed, he intended to sink even the lifeboats. Just at that moment Capt. Robinson's dog fell overboard, and the Englishman automatically jumped into the sea to save it. While he was clinging to the rails of the submarine the astonished German exclaimed, "You jump overboard to save a dog?" Capt. Robinson made no reply, but the German, moved in spite of himself, allowed the lifeboats to proceed. His consideration, however, went no further, for when soon afterwards the *Inglesmor* went to the rescue of the mer in the lifeboats she shared the fate of the *Caucasian*.

A SEAMAN'S EXPERIENCE.

Another effective contrast between the Englishman and the German is excellently illustrated in Capt. Southward's report of what happened after the torpedoing of the *Clas Alceda*, when on the German commander's orders, he came on board the submarine.

"The Commander rushed down from the conning-tower, shook his fist in my face, said: 'Why did you not stop?' I replied that I wanted to save my ship. He then said: 'Why did you stop when I fired?' I replied that my instructions were to escape if possible. The Commander said: 'Never mind your instructions; you must obey my orders.' I replied that I did not know anything about his orders. His next remark was: 'I can shoot you as a franc-tireur.' I said: 'I don't think so.' He said: 'You are assisting my enemy.' I replied: 'I am your enemy.' The Commander then said: 'Had you stopped when I fired three shots you would not have had this,' pointing to a wound in my hand. I replied that it was my misfortune."

The Englishman was ordered back into the boat, and the steamer was then and there sunk by shell fire.

Ruthlessness had become the German motto for a long time, and the act which it bred came to be accepted by the merchant navy of this country with absolute sangfroid. The spirit of the British seamen remained unbroken. The torpedoing of the *Perla*, described by an American passenger, may be taken as typical: "There was no panic. We went on deck as if we were at boat drill, and I reported myself at my lifeboat on the starboard side." An engineer, Mr. Walter Ernest Smith, also a passenger on the *Perla*, has left a singularly vivid record:—

"I immediately got hold of a life-belt and started to make my way up on deck. On my way I came across a lady I had met on the boat who was standing dazed, doing nothing. I asked why she did not get her belt on, and seeing that she was stupefied, I gave her mine and went back to my cabin to get my own life-saving jacket; she was not amongst those who were saved. When I left my cabin the second time, I noticed that women and children were lying about, some evidently in a dead faint, and others moaning and crying out. One woman I remember particularly, a French woman who was leaning up against the rail in the corridor outside the cabins, was quite dazed. Seeing she was not in a fit state to help herself, I pushed her along, and that seemed to rouse her. I practically got her on to the deck, where someone else took the life-belt from her, fastened it on her, and pushed her overboard. She was saved."

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A TRAVESTY OF JUSTICE.

The captains of the British Merchant Marine were to find the symbol of their service in a single man: "Capt. Fryatt came to be accepted throughout the civilised world as the typical figure of the British merchant seamen. Their fellow-countrymen were dependent for life on their staunchness and seamanlike skill, and the trust was gloriously vindicated." The treatment of Capt. Charles Fryatt, in addition to all this, furnishes yet one more contrast between the two races. The whole world knows of that charge of being "strongly suspected of having attempted to cause injury to the cold-blooded judicial murder that followed." U-33 was under the command of Kapitän-Leutnant Gansser, who signalled to the unarmed *Brussels* to stop: "It was Capt. Fryatt's plain duty to escape capture if he could, and his obligation was the more binding in that the Admiralty had instructed all merchant captains to thwart submarine attacks by every means in their power. Apart from this, Capt. Fryatt was quite justified in thinking that Capt. Gansser's signal was a treacherous ruse to make torpedoing easier." Capt. Fryatt did not hesitate for an instant, and the entry in the *Brussels* log will go down to posterity:—

"1.10 p.m.—Sighted submarine two points on starboard bow. I altered my course to go under his stern. He then turned round and crossed my bow from starboard to port. When he saw me starboard my helm he started for him, and I steered straight up under my bows, port side, about 6ft. from the side, and passed astern. Although a good lookout was kept, I saw nothing else of him. I was steering by E. by S. course at the time of sighting him, and brought my ship to a north-easterly course when I was over the top of him. The latitude was 51.04deg. N., longitude 20.41deg. E."

That was on March 28th, 1915, and on June 22nd, 1916, Capt. Fryatt, still in command of the *Brussels*, left Rotterdam on his way to Tilbury. He started late in the afternoon, and the same night found himself surrounded by German destroyers. When ordered to stop he stopped, and the German boarded the *Brussels*, but not until the last mail-bag had been reduced to ashes. The result of the trial that followed belongs to history. The conviction was a travesty of justice, conspicuous even among German atrocities. The details of the execution were in harmony with the sentence:—

(Continued on next Column).

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(1551)

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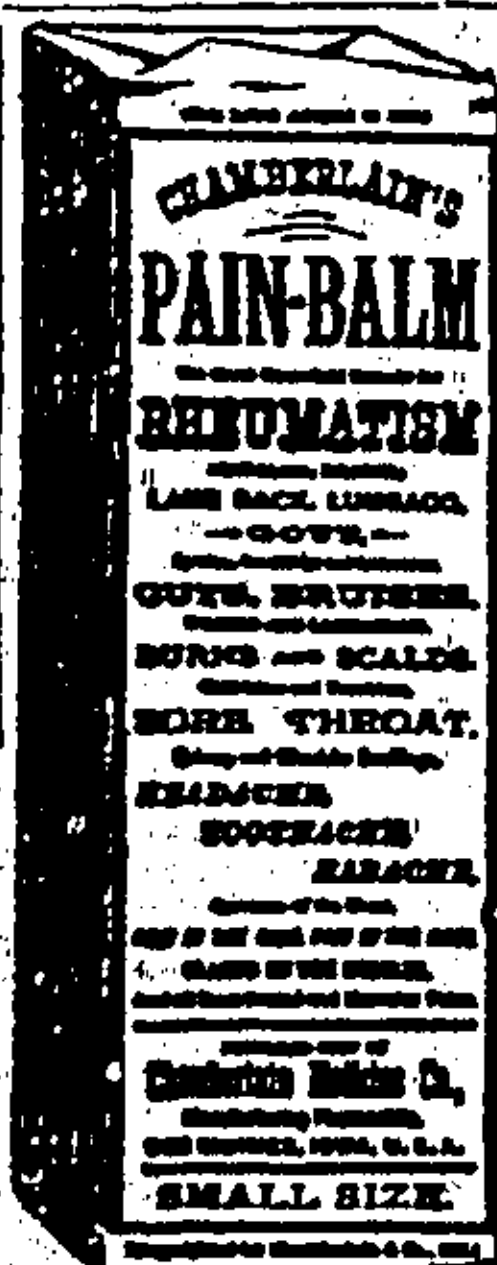
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"I see greater possibilities before us than have ever existed in the past, because I believe that we are still a virile people, and that we shall make good," said Sir Herbert Hambling, the president, addressing the Institute of Bankers last month on the unemployment problem.

"The cure for unemployment," Sir Herbert declared, "lies in increasing our total trade, and this can only be possible if, by working together, we secure a 100 per cent. output at a cost which will enable us to export our goods, even in the face of foreign competition."

"This I am confident can be done without reducing real wages or profits, but both wages and profits must be genuine—not secured by forcing up prices in a limited controlled market."

"I doubt whether we have yet paid sufficient attention to large-scale marketing of our goods. The remedy lies in a more efficient statistical service and in a closer contact with markets through organized representation on the spot."

"We as a nation must export in order to live, and the foreign consumer will not buy goods from us when he can get the same goods cheaper elsewhere. We can only continue to work shorter hours and receive higher wages than our competitors if we can turn out goods in those shortened hours of at least equal quantity and quality and at no higher cost per unit."

If industry were to be paralysed by frequent strikes or lock-outs we could not succeed in international trade.

CAMEROONS SALE.

COLONIAL OFFICE TO ALLOW
EX-ENEMY BUYERS.

A Colonial Office communique issued last month said:—

Mr. Amery has examined the position with regard to the impending auction of the ex-German properties in the Cameroons and has decided that, in view of the fact that these properties have been advertised as open for sale to ex-enemy nationals since April last and that the auction itself is due to take place on November 24th and 25th, it would not be possible to reimpose at the last moment restrictions which were, after careful consideration, waived by the late Secretary of State as regards these particular estates, and which, as a matter of general principle, have for some time, in pursuance of a decision of His Majesty's Government in 1922, been abandoned in all the British West African Colonies, Protectorates, and Mandated Territories.

The Colonial Office is acting on behalf of the Custodian of Enemy Property, and the proceeds of the sale will go to increase the total which will be received by British claimants against Germany. It is in the interest of the claimants that the sale should be free and that good prices should be fetched.

At the same time it is hoped that British firms and individuals will realise the opportunity offered and will succeed in securing the greater part, if not the whole, of these valuable properties.

As it has been alleged that the titles of these properties are not as secure as if the properties were situated in a British Colony or Protectorate, it is desirable to state that this is not the case. There is no more reason for fearing that the British Cameroons might be handed over to another Power than there is that a British Colony or Protectorate might be so handed over.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS

DECEMBER 22ND 1924.

Hongkong and Shanghai
Banks \$1,175 b.
Canton Insurance \$173 b.
Union Insurance \$157 b.
Hongkong Fire Insurance \$625 b.
Douglas Steamships \$39 s.
H.K. & M. Steamboats \$46 nom.
"Star" Fairs \$130 b.
China Sugars \$94 b. \$95 sa.
Langkate (combined) \$122 b.
Kowloon Wharves \$216 b. \$216 1/2 sa.
Whampoa Dock \$149 b. \$149 sa.
Shanghai Dock \$106 b.
Hongkong Wharves \$126 b.
New Engineering \$7.60 b.
Hongkong Land \$105 b.
Hongkong Hotels (old) \$184 b. (new) \$191 nom.
Hampshire Estates \$21 b.
Ewo Cotton Mills \$12 b. & sa.
Shanghai Cotton \$12.60 nom.
Oriental Cotton \$13.80 b.
Cement \$26.10 nom.
Hongkong Ropes (combined) \$48 s.
China Provident \$32 nom.
Dairy Farms \$24 b.
Waterboats \$184 b.
Watsons (old) \$22 (new) \$12 nom.
Hongkong Electric \$49 nom.
China Light \$23 b. \$23.30 sa.
Peak Tramways (old) \$23 s. (new) \$11 1/2 nom.
"Shell" Transports \$85 b.
b—buyers; s—sellers; sa—sales.

HONGKONG TRAMWAYS, LTD.

PROPOSED INCREASE OF CAPITAL.

We are informed that the Directors of the Hongkong Tramways, Ltd., has decided to take the views of the shareholders as to increasing the capital of the Company and declaring a bonus out of the Reserves Fund, to be satisfied by the allotment of fully-paid shares. A meeting will be convened in due course at which the shareholders will be asked to vote upon resolutions to the following effect:—

- (1) To increase the authorised capital of the Company from \$1,025,000 to \$3,250,000 by the creation of 225,000 new shares of \$5 each.
- (2) To declare a bonus of \$5 per share payable out of the Reserve Fund (as augmented by an allocation about to be made to it) and satisfy (Continued on next Column.)



DUTY

"Why do you always tell everyone about Kensitas?" he says to me, sir.

Because I consider it my duty, sir.

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(1448)

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ANNIVERSARY MONTH

at

THE CORONET

TO-DAY,
at
2.30,
5.15,
7.15
and
9.15
p.m.
at
Usual
Prices



TO-DAY,
at
2.30,
5.15,
7.15
and
9.15
p.m.
at
Usual
Prices

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in
RICHARD,
THE LIONHEARTED
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The ceilings Devotion,
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going to give Aunt for Chi

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BOXING NIGHT, December 26th.
LATE CAR TO THE PEAK at 1:30 A.M.

TEA DANCES DAILY
DINNER DANCES NIGHTLY

GRILL ROOM

REPULSE BAY HOTEL.

NEW YEAR'S EVE, December 31st

NEW YEAR CELEBRATION
DINNER DANCE

(Fancy or Evening Dress Optional)

LATE CAR TO PEAK AT 2.00 A.M.
LATE BUS TO HONGKONG AT 1.15 A.M.
LATE BUS TO PEAK HOTEL AT 1.15 A.M.

TEA DANCES

FRIDAY—December 26th.
SATURDAY—December 27th.

DINNER DANCES

SATURDAY—December 27th.
SATURDAY—January 3rd.

THURSDAY—January 1st.

ORCHESTRAL CONCERT DURING TIFFIN
To be followed by

TEA DANCE.

TABLES FOR ABOVE MAY NOW BE RESERVED.

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From		to			10 Minutes
"	LAI CHI KOK		LAI MOK SOU	...	7
"	LAI MOK SOU		CHUEN WAN	...	7
"	CHUEN WAN		CHAI WAN KOK	...	7
"	CHAI WAN KOK		SUM CHANG	...	5
"	SUM CHANG		SUM CHANG	...	5
"	SUM CHANG		CHING LUNG TOW	...	3
"	SUM CHANG		TAI LAM CHUNG	...	10
"	CHING LUNG TOW		SOK KOON MUK	...	5
"	CHING LUNG TOW		CASTLE PEAK	...	5
"	CHING LUNG TOW		SUN HOOI	...	3
"	CHING LUNG TOW				

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**RIVER LAUNCH
CRUISING.**

PEAK SCHOOL.

LADY SEVERN PRESENTS PRIZES.

THE SCHOOL REPORT.

There was a large gathering of parents and others interested at the Peak Club yesterday evening, when Lady Severn made the presentations at the annual Prize Day of the Peak School.

The children of the School gave a concert, which comprised recitations in both French and English, dances, and a French playlet entitled "Les Poulpiciens." In a "Fan Dance," Joan Reed, Valerie Birss, Valerie Goodfellow and Kathleen McElderry pleased the audience greatly, and recitations, "The Wind" by Muriel Gubbay, and "Wishes" by Ailsa Morrison were thoroughly enjoyed. A French recitation by Joan Reed was another feature of the "excellent programme." Madame Mousillon had trained the children in their French pieces.

THE YEAR'S WORK.

The report by the headmistress (Mrs. P. Y. Stack) was read by Mr. E. F. Aucott, and ran as follows:—

"The school year began with 34 pupils, and, despite a large exodus in March, the numbers kept up until the autumn. The decrease in numbers then was due to fever and colds. Many children were away ill, even at the end of the summer term. The average attendance for the year was 45.56."

"Throughout the year a great many changes in staff took place. Miss Graveson joined us on January 7th, and was transferred to Kowloon Junior School on April 1st. Miss Cooper went on Home leave in February, returned in September and was appointed headmistress to Kowloon Junior School. Miss Peck was appointed Kindergarten Mistress to replace Miss Hazeland who went on Home leave in April, returned in October, and resigned. Mrs. Lucy was transferred to Kowloon Junior School in September, and Miss Anderson was appointed to take her place. On November 4th Miss Kennedy was appointed as Kindergarten Mistress. During the Summer and Autumn terms many children were absent with fever. There were three very serious cases, two of typhoid, and one of typhus. We are glad to say all three made splendid recoveries and are back at school again. There was no medical inspection throughout the year."

"A complete overhaul of the roof took place during the Summer Vacation and now is no longer leaks. Steps are being made down to the new Peak Playground. This will greatly relieve the congestion in our small school playground and will give easy access to an excellent place for recreation."

"A very pleasant afternoon was passed at 'Tanderee,' where the annual school sports were held. Our grateful thanks are extended to Sir Claude and Lady Severn for this entertainment."

"Very satisfactory results were shown at both Midsummer and End of Term Examinations. Also, very good reports have come from Home of the children who left us during the year and are now at school in England."

The prize list was as under:
Class 6.—Form French and Scripture prizes, Peter Yates; drawing and general proficiency, Valerie Birss and Valerie Goodfellow; special prize, Joan Reed.

Class 7.—Form prize, Alec MacKintosh; general proficiency, Charles Mackie.

Class 8.—Form prize, Jack Shaw; general proficiency, Marion Lane, Kathleen McElderry, Muriel Gubbay, Jack Davidson, John Owen Hughes, George Apsey, and Ian Aucott; writing, Rita Hawker.

Infants A.—General proficiency, Ailsa Morrison, Mary Dunn, Diana Holland, Noreen Cooper, Evelyn Morrison, Kenneth Griffin, Wallace Ironside and Patrick Cole.

Infants B.—General proficiency, Audrey Newhouse, Patricia Cooper, Alison McKay, Johnny Spit, Colin Ironside, Malloch Stark and David Crook.

A pretty episode was seen when Valerie Birss presented Lady Severn with a bouquet on behalf of the school.

YULETIDE PLEA.

MAN WHO OBJECTED TO PRISON AT CHRISTMAS.

"I don't want to spend Christmas behind the bars," was the plea of John O'Sullivan at the Central Magistracy yesterday, when he was charged before Mr. J. B. Wood with using abusive and insulting language to Mr. Selwood, the manager of the Seamen's Institute, Wanchai.

Divisional Inspector Aris informed His Worship that the defendant had given great trouble at the Institute by his violent behaviour, and that complaints had been received against him from other sources.

The defendant protested his intention of behaving properly in future and observing temperate habits, and the Magistrate let him go with the warning that if he came up again he would be severely dealt with.

SUPREME COURT.

RESUMPTION OF LAND.

In the Supreme Court yesterday, the Chief Justice (Sir Henry Gollan) was asked to decide whether or not the Crown Lands Resumption Ordinance (1900) and the New Territories Regulations Ordinance (1910) were *ultra vires*.

The plaintiff in the case was represented by Mr. F. C. Jenkin, and the Attorney-General by Mr. Eldon Potter, K.C., with Mr. H. S. Fitzroy.

Mr. Potter pointed out that plaintiff was the owner of certain land in the New Territories, but had been informed that the Crown intended to resume possession of it in four months' time, and by the Convention with China under which the New Territories were leased for 99 years, plaintiff claimed that the Government had no right to possession of the land. He, however, submitted that the land was the property of the Crown, and their obligations under the Convention were beyond the dominion of municipal law.

Mr. Jenkin argued that the authority and power of the Governor could be found to the following documents (1) the charter (so called), (2) the commission, and (3) the general instructions, but subsequent instructions were not in the same category, as they were only sent by the Secretary of State for the Governor's guidance in certain matters.

His Lordship reserved judgment.

LOCAL SPORT.

FOOTBALL.

EAST SURREY REG'T. v. KOWLOON RESIDENTS.

A charity match was played on the Kowloon F.C. ground yesterday between teams chosen respectively from the Kowloon Residents and the East Surrey Regiment. The stand was full, every seat being occupied, the gate being for St. Dunstan's.

The teams were as under:—
East Surrey Reg't: Douglas, Cooper and Jordan; Pettit, Mitchell and Bristowe; Charlesworth, Eaton, Humberstone, Butler and Mackleworth.
Kowloon Residents: Beach, Wynne and Wheeler; Mair, McKelvie and A. Duncan; Clemb, Howard, Lieut. Jones, Roeba and Brown.

Referee: Mr. F. Smith.
Mr. R. M. Dyer set the ball in motion and the pace opened very fast. There was little to choose between the teams in the opening minutes except that the East Surreys showed the better combination, but the Residents showed plenty of dash and the game was well contested. The East Surreys took the lead when Humberstone, taking advantage of a mis-kick by Wheeler, rushed and beat Beach with a fast low shot. The game continued fast and interesting, each side displaying good football. Wheeler conceded a corner, and Mackleworth dropping in from the flag kick the ball struck the upright and rebounded to play, Wynne clearing. Eaton was charged off the ball by Duncan when about to shoot. Kowloon levelled up through Brown who sent in from near the flag, and Douglas being unsighted the ball passed over his shoulder into the net making the scores one all. Half-time: Kowloon, 1; East Surreys, 1.

Resuming the Surreys played up strongly, but McKelvie, Wheeler and Wynne were very sound. Corners fell to both teams but they were fruitless. Charlesworth was good on the right wing and sent over some good centres. From one of these Beach only partially cleared and Humberstone rushing up sent the ball towards the goal and McKelvie kicked away to touch but the referee ruled that the ball had passed over the line and pointed to the centre. Kowloon made a determined raid on the East Surreys' goal and only "bad joss" prevented an equaliser, for Roeba, with only Douglas to beat, handled close in. It was left to Eaton to make the game safe for the Surreys and he beat Beach with a fast shot that entered the net near the post. Shortly after the final whistle sounded, and the East Surreys ran out winners of a fast game by three goals to one.

The Surreys had the advantage of knowing one another. The Residents played well considering it was their first game together as a team.

CRICKET.

H.K.C.C. v. R.N.

The following will represent the Club against the Royal Navy on the Club ground on December 28th and 29th at 11 a.m.:—R. Hancock, T. E. Pearce, E. B. Reed, Rev. E. K. Quick, Rev. T. B. Powell, A. C. I. Bowker, R. E. A. Webster, H. Owen Hughes, G. R. More, and W. Galloway.

H.K.C.C. v. K.C.C.

In this match at Kowloon on December 28th at 10.30 a.m. the H.K.C.C. will be represented by:—H. E. Hollands, M. M. Watson, J. P. Bridger, J. D. Crawford, H. Spicer, H. J. Stevenson, D. E. G. Nicholson, W. Brackenridge, G. H. Tierney, S. A. Arthur, and H. M. Howell.

H.K.C.C. v. UNIVERSITY.

In this match, at Pokfulam on December 27th at 2 p.m., the Hongkong C.C. team will consist of:—B. Macmillan, M. M. Watson, L. P. Ralph, H. Griffin, H. G. Burns, H. M. Howell, H. Spicer, H. J. Stevenson, T. L. Jenkins, J. P. Bridger, and G. R. Vallack.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

AN EXPECTED ANNOUNCEMENT.

General Chen Chung Ming, has returned to Swatow from Hingning and Waichow in Eastern Kwangtung, where he has been conferring with his subordinate commanders for a grand attack on Canton. It is expected that he will have something important to announce to the Cantonese people to-day (23rd) when he will review some Cantonese troops to mark his resumption of active command of the Army.

Barbers in Canton to-day are suspending work in order to have a memorial service for the 19 barbers shot during the Red massacre of Canton merchants on October 15th. The Canton barbers, being a part of the Kuomintang, were assigned the duty of co-operating with the Reds by setting fire on several buildings which led to that horrible holocaust and, during the conflict with the Merchants Volunteers, some 10 barbers were shot by the people's force. The barbers have now decided to withdraw from the Kuomintang altogether.

A BOLSHEVIST DEMONSTRATION.

The several Canton organizations under the auspices of the Kuomintang Bolsheviks in Kwangtung staged a demonstration in the Public Park No. 1, Canton, on December 20th, and passed resolutions which included approval of Dr. Sun Yat Sen's proposal of a national conference of people's delegates to settle the prevailing disputes in China, denouncement of Tuan Chi Jui's suggestion for a commission on reconstruction to be controlled by self-interested militarists, agitation against imperialism, abrogation of all unequal treaties, control of the Chinese Maritime Customs, people's organization of a committee in preparation for a national conference of people's delegates, extension of privileges to women to participate in the national conference, and proper solutions to problems relating to the workers, merchants, peasants, women, and public expenditure for public education.

PERSECUTION.

The Kuomintang persecution of Cantonese merchants for alleged anti-Bolshevik actions is still in progress. The Bolsheviks, on December 16th, attacked Chekai, burned the Magistracy, killed five persons, released 11 prisoners from the city jail, besides sacking a number of shops. After overcoming the people's volunteers in Tung-tak-shing, Punyu, the Bolsheviks, fought one another for the privilege of controlling the \$1,000 daily gambling protection fee. The battle lasted more than a day, and the Kuomintang is now deciding whether or not the Kwei-kwan division of the Red Army will replace the Fook-kwan division in the control of the gambling affairs in this place. On December 17th, the Bolsheviks took 14 passengers from a tow-boat, *Shi-won*, while she was leaving Desing City, West River, Canton. On December 18th Kuomintang Bolsheviks in Sha-chung, Punyu, under one pretext or another, searched the home of one Mrs. Shem Chao Shi and relieved her of more than \$3,000 in valuables.

COMMANDEERED FRENCH LAUNCHES.

The French Consulate-General in Canton has applied to the Civil Governor's office for the release of three French launches commandeered by Red Army officers on the East River some time ago. The launches in question are the *Tai Lee*, *Chong Wo*, and the *Yuan Wo*, according to the *Wah Cheung Chung Wai Po* News.

CONFISCATING PRIVATE LAND.

Notwithstanding Dr. Sun Yat Sen's recent promise to cease confiscating lands in private occupation, the vexatious system of condemning private property as public holdings is still as vigorously prosecuted as ever. The latest case published is that of the owners of a lot at Ma Chong, outside the Small North Gate, who have been required to contribute \$60 for each cheng, (10 Chinese feet square) of their property, in addition to 20 per cent. as fees, within five days after notice, or the lot will be nationalized and sold. The Canton public, in order to avoid being called upon to give up their homes some months ago, agreed to make a special contribution of three per cent. of the value of their property to the Kuomintang regime and hand their deeds to the Bolsheviks for re-verification and, thus, once and for all, free themselves from further persecution. After this has been done, and practically all the land-owners in Canton have contributed their money, the same old cruel means of raising war funds according to complaints of the affected.

DEATH PENALTY FOR REFUSING TO PAY A SQUEEZE.

The master of a tow-boat, *Yee Lee*, plying between Samchow and Goolob, whose name is given as Wong Shao-Lun, was killed by a Kuomintang chief, last week for his failure to contribute \$600 towards the party expenses, according to an allegation filed with the 2nd Brigade of the Kwangsi Corps of the Red Army. The Kuomintang Club, in Goolob, is headed by Chao Wai and has some 50 members and headquarters at Chui Ying Tong Guild House.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

POSSIBLE ATTEMPT TO INSTITUTE A BOLSHEVIST REGIME.

PEKING, December 11th.
Notwithstanding the apparent success of Marshal Tuan Chi Jui's administration, considerable uneasiness prevails that another *coup d'etat* may be attempted by the men who follow the banner of Marshal Feng Yu Hsiang. Under the command which was once his, and which is believed still to be his, there are now said to be 80,000 troops, and it is feared that these may be employed to introduce a Bolshevik regime. The very fact that Marshal Chang Tao Lin and Feng Yu Hsiang are both out of Peking leaves the situation very open, and so one can foretell what is likely to happen.

However, the Provisional Chief Executive continues to function as if "everything in the garden were lovely." He calmly pursues his plans for the elimination of Tsuchus from their posts, and the extraordinary thing is that each and every one of them expresses readiness to place himself at the disposal of the Marshal with the exception perhaps of General Cai Hsieh Yuan, of Kiangsu, who seems disinclined to give up the post for which he fought so hard. Marshal Chang Tao Lin has promised his assistance in ousting General Chi by force if necessary, and it remains to be seen whether Chi will incur a visitation of Fengtien troops.

WU PEI FU'S SUN HAS SET.

Wu Pei Fu has announced his decision to go into retirement. That he will remain long in this state is doubted. Marshal Chang Tao Lin is said to be very solicitous regarding his fall, whose abilities he recognises publicly, and he probably will be instrumental in due course in recalling Wu to public activities.

Chang Tao Lin's resignation of the office of Inspector-General of the Three Eastern Provinces, as an example to others, is spectacular, but doubtless means little, for it cannot be imagined that he is going to break up the administration at Mukden which he has made so efficient.

SUN YAT SEN.

Sun Yat Sen having reached Tientsin by the speedy route from Shanghai via Kobe, was expected in Peking on Saturday, and students especially were prepared to welcome him, but he developed an illness which may be real or diplomatic, and so could not make the journey. Probably his interview with Chang Tao Lin was responsible for the change in his plans. At any rate many Chinese are sceptical regarding his coming to the capital.

THE MYSTERIOUS MOVEMENTS OF FENG.

Feng Yu Hsiang constitutes a mystery. He has removed himself further into the Western Hills and announces his intention of seeing no one. Meanwhile his armies control Peking and Rumour is busy proclaiming that he will attempt to set up a Bolshevik regime in Peking. One Chinese paper reports that he was seen in his garden studying in one hand a New Testament and in the other a copy of Yi Ching. Probably, the report is a malicious one. At any rate, it serves to indicate the nature of the stories being circulated regarding the doings of the Christian General.

I have just learned that Marshal Feng Yu Hsiang has formally transferred his National Army to the authority of the Government, the special purpose for which it was inaugurated having been accomplished. If Feng's men accept this situation, then a big improvement can be recorded in the National Affairs of China. Feng, it is reported, is proceeding with his arrangements for travelling abroad and has already equipped himself with several suits of foreign clothing.

THE PROTOCOL POWERS AND THE GOVERNMENT.

The political atmosphere was not disturbed by the presentation of the Note from the Protocol Powers to the Waichiao on Tuesday. The communication was unusually mild. In Chinese circles its promised support to the Provisional Government is believed to be due to the recognition of the danger of a possible attempt to introduce a Bolshevik regime. Very interesting was the declaration of the Governments concerned of their willingness to proceed as soon as practicable with the carrying out of the measures contemplated in the Washington Treaties and Resolutions. This throws some light on the despatch from Tokyo announcing that Japan will endeavour to mediate between China and France with a view to settlement of the gold franc issue. With that obstacle removed, France, will doubtless give the consent necessary to the convening of the Conference which is to decide upon the increase of the Chinese tariff.

THE MANCHU EMPEROR.

Little fresh can be reported regarding the Manchu Emperor. He and his suite are still the guests of the Japanese Minister, and continue to receive hosts of callers daily. Plans for going abroad have not yet matured.

THE TRAMS.

It looks as if the trams will run in Peking after all. People who have been out late at night have been startled to see a tramcar where one was never seen before—apparently "trial runs" being made.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

MR. HUGHES AND MR. BRITTEN.

SILENCE ON U.S. CONGRESSMAN'S PROPOSAL.

MELBOURNE, December 22nd.

Mr. Bruce has refused to comment on the American Congressman Britten's proposal for an International Conference of the white nations bordering on the Pacific. Another Federal Minister said that Australia would refuse to participate. She wished to live at peace with her neighbours.

SHY FRENCH COMMUNISTS.

DECREASE IN NUMBERS AT ALFRESCO MEETING.

PARIS, December 22nd.

Notwithstanding reiterated exhortations from their leaders, no more than 3,000 Communists attended an open-air demonstration, compared with 30,000 at a similar meeting last July. They broke up quietly without any incident.

NEWSLESS CHRISTMAS.

JOURNALISTS' TWO-DAYS REST.

LONDON, December 22nd.

No papers are to be published in England on December 25th and 26th.

SPANISH TROOPS REPORTED VICTORY.

PARIS, December 22nd.

According to the *Tanquer* correspondent of *Le Matin*, Spanish troops have inflicted a defeat on the Anzures tribe. The Spanish lost 16 killed and 12 wounded, and the rebel casualties were heavy.

EARLIER CABLES.

BRITISH GOVERNMENT'S POLICY.

LINKED QUESTIONS OF SECURITY.

LONDON, December 21st.

It is confidently expected that invitations to a special Imperial Conference in London at an early date to discuss the Geneva Protocol and the general policy of the Empire on the question of security, will be cabled from London to the Dominions at the week-end.

It appears, says the *Observer's* diplomatic correspondent, that Mr. Austen Chamberlain has made up his mind that security is the most important question confronting him. The postponement of the evacuation of the Cologne zone is really due to the fact that evacuation would raise certain questions immediately affecting the question of security.

The Government's policy will emphatically be an Empire policy. Elemental questions affecting the "whole Empire" must be faced in India, Egypt, the Mediterranean, North Africa, the Pacific and the Rhine. Thus in the Government's view, the Singapore project is linked up, for example, with the question of Cologne.

The main energy of the Government in foreign affairs in the next few months will be devoted to an attempt to achieve world security through the League of Nations.

SIRDAR MURDER ENQUIRY.

EGYPTIAN GIVES HIMSELF UP.

CAIRO, December 21st.

Hilmi Gayar, a student leader who mysteriously disappeared the day after the murder of the Sirdar, surrendered this morning to the Procurator General, who is conducting the Sirdar murder inquiry.

ANOTHER MAN SURRENDERS.

CAIRO, December 22nd.

Abd el Hadi el Meligui, wanted in connection with the assassination of the Sirdar, has surrendered to the judicial authorities.

LATEST CABLES.

FIRST TEST MATCH.

AUSTRALIA LEAD ON FIRST INNINGS.

SYDNEY, December 22nd.

In the Test match England were all out in their first innings for 208. Australia's second innings score stands at 81 for 1 wicket.

Scores:—	
ENGLAND.	
1st Innings.	
Hobbs, c Kelleway, b Gregory	113
Sutcliffe, c V. Richardson, b Mailey	56
Hearne, c Andrews, b Mailey	7
Woodley, b Gregory	74
Hendren, not out	30
Snodham, b Mailey	7
A. P. F. Chapman, run out	13
Tate, c Andrews, b Mailey	7
A. E. R. Gilligan, b Gregory	1
Freeman, b Gregory	6
Strudwick, l.b.w., b Gregory	8
Extras	9
Total	208

Gregory took 5 wickets for 111. Kelleway 0 for 44, Mailey 4 for 120, Hendry 0 for 5 and A. Richardson 0 for no runs.

2nd Innings.	
Bardsley, b Tate	22
Arthur Richardson, not out	30
Kelleway, not out	0
Extras	0
Total (for 1 wicket)	61

COLLINS' SAD NEWS.

When play had been in progress for three-quarters of an hour, Collins received news of the death of his sister, and retired. Bardsley assumed the duties of captain, and Ryder filled in Collins' place. Andrews is to field for Taylor who has sustained a slight injury to his leg.

ENGLAND'S INNINGS DESCRIBED.

Thirty thousand people watched England's first innings. The weather was fine after intermittent showers during the night. Hobbs and Sutcliffe made a magnificent start, taking the score to 151 for no wicket before the luncheon interval. On resuming, Sutcliffe left with the score at 157 for 1 wicket, and after this a disappointing collapse was witnessed.

When the tea interval arrived England had lost 5 wickets for 219. Hendren made a gallant effort to stop the rot, but he stood alone. Hobbs, who was dismissed with the score at 202 for 4 wickets, showed superb footwork and brilliant cutting. He batted magnificently for 219 minutes and hit 7 fours. He was accorded a remarkable and prolonged ovation on completing his 7th century for England, which is an Australian "Test" record, beating Trumper's six.

Sutcliffe played patient and watchful cricket for 160 minutes and hit 5 fours. Hendren, although a model of care and restraint throughout his innings, hit 1 six and 6 fours. He was at the wicket for 114 minutes.

At the close of England's first innings, Australia had 50 minutes' batting.

EARLIER CABLES.

RUGBY FOOTBALL.

ENGLISH TEAM AGAINST "ALL-BLACKS."

LONDON, December 21st.

The England team against the "All Blacks" at Twickenham on January 3rd is:—

G. Brough, of Silloth; Hamilton Wickes, V. G. Davies, Corbett, Raymond, of Oxford University; Kittermaster, Young; Blakiston, Conway, Edwards, Hillard, of Oxford University; Price, Cove Smith, Tucker and Wakefield.

A BRITISH LABOUR LEADER ON TAXES.

A Board of Trade communique issued on November 13th said:—

At a meeting of the Committee on Industry and Trade, held yesterday, Mr. W. A. Appleton, secretary of the General Federation of Trade Unions, suggested that, in view of increasing competition, British industry must reduce its costs of production to avoid lowering the standard of living. He suggested that the cost of insurances could be lowered, that the number of commissions charged between the producer and the consumer should be reduced, and that the burden of rates and taxes was still too high.

PO HING THEATRE FATALITY.

MR. SOARES EXONERATED FROM BLAME.

At the Kowloon Magistracy yesterday afternoon, Mr. E. W. Hamilton and a jury composed of Messrs. Christen Laiten (Foreman), W. M. Cheng, and Lau Wai Kien, held an enquiry into the circumstances attending the death of an unknown Chinese who was knocked down by a motor-car near the Po Hing Theatre, Yau-mat, on December 7th.

Mr. D'Almeida Remedios watched the enquiry on behalf of Mr. F. M. L. Soares, the well-known local amateur rider, the owner of the motor-car.

Dr. W. R. A. Moore, Medical Officer in charge of Kowloon Mortuary, who conducted a post-mortem examination of the deceased, detailed the latter's injuries.

Mr. Frederico William Ribeiro, a merchant, of Granville Road, giving evidence, stated that he was in the car with Mr. Soares on the occasion of the tragedy. They had been out shooting in the New Territories. It was dark when they left Taipo to return to Kowloon. When they got back to Yau-mat, they ran over a man.

The accident happened just after they had passed the policeman on point duty at the cross-roads by the Po Hing Theatre. The man crossed the road about 15 yards in front of the car. Mr. Soares was driving, and sounded the horn several times. The man in front had almost cleared the car's path, when a second Chinese attempted to cross. Mr. Soares sounded his horn to warn this second man, when the first, apparently losing his head, stepped suddenly back, and was knocked down.

Mr. Fernando Maria de Lourdes Soares was then called and stated that he was a broker. Describing how the accident occurred, he said that the constable on point duty gave him the "pass through" signal. When he saw there was danger of hitting the deceased, he immediately applied both brakes and turned the steering-wheel sharply to the left. The right mudguard struck the man. The car pulled up almost instantly. He had his full headlights on. After the accident, witnesses put the man into the car and took him to the hospital.

A Chinese constable testified that he was on point duty at the Po Hing Theatre cross-roads, and said that Mr. Soares sounded his horn repeatedly.

The jury found that the deceased died by an accident, and that no blame attached to anyone.

LONDON AND OTHER CAPITALS OF THE EMPIRE.

QUICKER INTERCOURSE.

Speaking at the Lord Mayor's Banquet Sir Samuel Hoare, Secretary of State for the Air, said:—

I do not believe that it is possible to exaggerate the importance of the question of quicker intercourse between London and the other capitals of the Empire. Many of our difficulties and misunderstandings are due to the slow methods of communication and to the impossibility of quickly exchanging views by word of mouth. It is here that the development of the Empire air communications will prove so useful. If we can reduce the time of the journey between London and Bombay, for instance, by ten days, and between London and Melbourne by twenty days, and there is no technical reason why with airships we should not be able to make this reduction—the benefit that the Empire will receive cannot be overestimated. From the point of view of defence, better air communication will help us to solve economically many difficulties and urgent questions in the Near East.

These are not fantastic visions. Already the foundations have been laid. We have shown that it is possible to run punctual and regular air services between London and certain of the capitals of Europe, and I am glad to note that the London to the Continent services have carried in the last six months twice as much freight as they have ever carried before. We have shown that it is possible for Ministers to travel by air, with amazing rapidity and regularity. We now intend to show, with the experiments that we are making in the development of airships, that in a few years time it will be possible to have as dependable a service between London and Bombay by airship in 100 hours as there is now by aeroplane between London and Paris. We have shown by the progress that has been made during the last ten years in aviation that, with anything like the same progress in the next ten years, these things are not only possible but certain. (Cheers.)

61 PRISONERS FOR 61 MEN.

ONE FOR EACH.

Happy prison life was described in the French Chamber last month when the Prison Department Budget was voted. It was stated that there are no fewer than 61 prisons in France where there is only one man under detention. The prisoner leads a life of comfort and comparative luxury. He does a few odd jobs for the head warden and spends the rest of the day playing cards with the other gaolers.

A SHANGHAI LIBEL ACTION.

CHINESE BANKER SUES THE "N.C. DAILY NEWS."

The libel action, concerning which our Shanghai correspondent sent us a cable last week was tried in H.M. Supreme Court, before Sir Skinner Turner, the Chief Judge, and a jury of five, consisting of Messrs. S. W. Ellis, C. D. Chapman, T. R. Chassels, R. Abraham and F. Austin.

Mr. H. Lipson Ward, of Messrs. Platt's, appeared for Mr. Fu Siao-en, the plaintiff, the *North China Daily News* and Herald, Ltd., being represented by Mr. M. Reader Harris, of Messrs. White, Cooper, Master and Harris.

The particular statement to which plaintiff took exception was one alleging that he had contributed to Tupan Lu Yung-shiang's war chest the sum of \$400,000. This Mr. Fu denies completely. Mr. Fu Siao-en is a director of the China Merchants Steam Navigation Company, the Commercial Bank of China and numerous other organizations.

BASIS OF SUIT.

The article forming the basis of the libel suit against the *North China Daily News* was published on October 6th, 1924, and is as follows:—

"State of Marshal Lu's Finances. An Interesting Statement of Receipts and Expenditures: Seen from the Kiangsu Side."

"From Rodney Gilbert. Nanking, Sept. 24th.—A personal letter from a member of the Shanghai Chamber of Commerce received here relates that several days ago General Ho Feng-lin gave a tea party to the Chamber, but that when he responded to the invitation, knowing that he intended to ask for a contribution to the campaign funds of \$2,000,000, which request was in due course transmitted to the other members. A joint reply was sent to the effect that if Marshal Lu would disarm his men and take up his personal residence in Mukden his army could have \$2,000,000."

This same letter gives what are alleged to be further details of Lu Yung-shiang's finances. He is said to have brought no more than \$500,000 to Shanghai since he has been in Shanghai. \$300,000 from various charitable organizations, \$200,000 from the local gentry, \$400,000 from Mr. Yu Siao-ching and \$400,000 from Mr. Fu Yung-shiang. The total of his receipts since the fight started would be \$1,700,000, while the war is costing him about \$200,000 a day, so that his funds are exhausted and he really needs the \$2,000,000."

RETRACTION MADE.

A retraction of the allegations in the alleged defamatory article was made the following day, October 7th, in the following manner:—

"State of Marshal Lu's Finances. We published yesterday an allegation, contained in a personal letter from a Chinese in Shanghai to a friend in Nanking, and reported by Mr. Rodney Gilbert, then in the latter city, that Marshal Lu had received \$400,000 from Mr. Fu Siao-en, Director of the China Merchants S.N. Co."

We are now informed by Mr. Fu Siao-en that it is no truth in the statement whatever, and that he has never made any contribution to the war chest of either party. We therefore withdraw the statement and express our regrets to Mr. Fu Siao-en for any inconvenience that may have been caused him by its publication."

The name of the member of the Chinese Chamber of Commerce, upon whose letter Mr. Gilbert's article was based, is not known.

ARRESTED C.E.R. CHIEFS.

PRELIMINARY INVESTIGATION OF SERIOUS CHARGES.

PRISONERS REFUSED BAIL.

The Harbin correspondent of the *P. and T. Times*, writing on December 8th said:—

Yesterday the Public Prosecutor gave his preliminary decisions regarding the five railway chiefs who were arrested two months ago.

According to his statements all the cases are very complicated and require very careful investigations, much more than the two months that have elapsed since the arrests. As regards the general manager, Mr. Ostroff, he will be accused of the unlawful carrying out of his duties as general manager and for causing heavy losses to the Chinese Eastern Railway in loss of property and even of fraud.

Mr. Gondatti will be accused of forging certain documents in connection with the Land Department. Mr. Michailoff will be accused of fraud and association with some of the deals carried out by Mr. Ostroff. Messrs. Stepanin and Gavriloff are concerned in certain deals with which Mr. Ostroff will be accused.

All the cases are now to be investigated by the Courts and meanwhile none of the prisoners will be allowed out on bail.

Besides the five persons already imprisoned, the following are also concerned in some of the deals which were carried out by the general manager, namely Messrs. Oparin, Leisenbon, Soskin and Aitkhuller. It was at one time thought that some of the prisoners would be released, but evidently the evidence in the hands of the public prosecutor is more serious than originally expected.

OUR LONDON LETTER.

THE BRITISH PREMIER AS CABINET-MAKER.

FIRST-CLASS BRAINS IN THE NEW GOVERNMENT.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 10th.

The Press continues to publish political intelligence at great length as being the only thing that matters for the time being. In point of fact there is very little else for journalists to write about, outside the records of crime, which is always with us, and the miscellaneous gossip that relates to the comparatively small number of people who make up what is regarded as Society. But after a General Election such as we have had what can be more natural than to find politics dominating the minds of most people? This week the names of the new Cabinet were published, and it is only necessary for me to say that Mr. Baldwin, being a modest sort of man, must feel embarrassed at the shower of bouquets thrown at him. Never before has a Prime Minister emerged from the exacting business of Cabinet-making to receive such a shower of compliments from the Press.

SOME MEMBERS OF THE CABINET.

Mr. Baldwin is praised in selecting leading members of his Cabinet because he has shown either an amazing unselfishness or an astounding courage. It may be said of Mr. Baldwin, as Lord Rosebury once said of himself in the same connection, that he does not regard all the doctrines of his party as a part of the Sermon on the Mount. He has selected men for the most important posts on broad principles and subordinated personal considerations.

Thus, to the surprise of everybody, Mr. Churchill becomes Chancellor of the Exchequer—a political sensation if ever there was one. It is only recently that Mr. Churchill, as a Liberal, was one of the most deadly critics of the Conservatives, and now behold! he is holding the most important post in the Government next to that of Prime Minister.

It is, however, to be noted that, except among a few of the Die-Hard Conservatives, Mr. Churchill's inclusion in the Cabinet is very welcome, because it means, for one thing, that the Government will have the assistance of one of the keenest intellects in public life, and for another thing that in selecting Mr. Churchill for the Chancellorship the Premier put national considerations before the claims of party. There are several other appointments where it can be seen that this rule was applied, and Mr. Baldwin is rightly acclaimed as having acted wisely and well.

FIGHT AGAINST SOCIALISM.

Mr. Baldwin as a sensible man realises that the old party divisions cannot be maintained. He is well aware that in future the fight politically both for Conservatives and Liberals is against Socialism—that is to say, against the system which is designed to destroy individual enterprise and substitute the nationalisation of industry for private ownership.

The fight will be long and difficult. Every competent observer is aware of that, because in the first place the Socialists are exceedingly well organized, and they are very active. They are always at work striving to obtain new adherents. Again, while it is a fact that the Labour-Socialist Government of Mr. Ramsay MacDonald were heavily defeated at the General Election they polled five and a half million votes—a highly significant fact indeed, as showing the hold Socialism has obtained already. Obviously, it will require intelligent leadership of the Anti-Socialist forces if, when the next appeal to the country is made, we are to be governed by men who prefer the Union Jack to the Red Flag.

ARMISTICE DAY.

This year the anniversary of the Armistice was observed in town and country with a depth of feeling which shows that this most beautiful and solemn day of remembrance is now part of the national life. The wonderful thing about it is that the observance is absolutely spontaneous. No discipline could make countless thousands display such a reverent tribute towards those who sacrificed themselves for liberty and England. In town and village there was complete cessation of work. The world stood still, as it were, for two minutes, and the result was the Great Silence.

Some who look ahead and try to visualise the future seem to think that in the centuries to come the observance of Armistice Day will be as much an accepted part of our national customs as Christmas Day. This view is probably right. Children are being trained into it, and generations unborn will learn to mark the day and the hour on which the Armistice was signed as one of the things which can never be forgotten so long as the race endures.

A NOVEL EXPERIMENT.

The theatrical world as well as the general public is vastly interested in a challenge which the management of the Shaftesbury Theatre in London have thrown down to the Treasury Office in regard to the payment of entertainment tax. For a long time past the hotels and restaurants have been giving cabaret entertainments without the slightest interference on the part of the authorities. You pay for your dinner or supper and you obtain a really good evening's amusement thrown in. But no entertainment tax is paid on account of the show, whereas the theatres have to pay every

The Shaftesbury management have devised a novel plan to get over the tax, or avoid it, or at any rate to bring the issue to a head. They are abolishing charges for admission to the theatre in the ordinary way, and, instead, are making admission dependent upon patrons buying chocolates. The boxes of sweets vary in price from one and three pence, which admits to the gallery, to ten and sixpence, which represents a seat in the stalls. In this way the management think they will escape the entertainment-tax. It is a logical conclusion, and it remains to be seen what the Treasury will do about it!

THE RAILWAY CENTENARY.

Next September, on the 27th of the month to be exact, will be the hundredth anniversary of the opening of the first public railway-line in this country. Our British railways, thanks to private enterprise, are not excelled anywhere in the world; and it is fitting that so proud a centenary should be worthily celebrated as far as possible on the actual site of the first railway. This is the Stockton and Darlington, which is now part of the North-Eastern company's system.

The first day of the celebration will be on July 2nd, when, I am informed, there will be the unveiling of a tablet in Bridge Road, Stockton, where the first railway ticket was issued, and also a procession of representative locomotives and rolling-stock from Stockton to Darlington. On the following day an exhibition illustrative of a hundred years of railway progress will be opened in Darlington.

There will be a great deal of local festivity; and, as the International Railway Congress falls to be held in this country in 1925, many visitors from abroad will join with British railway companies and employees in the proceedings.

ZIEGFELD OF "FOLLIES" FAME.

London is expecting to have "a visit from Mr. Florenz Ziegfeld, the creator of the famous Ziegfeld Follies. He is probably going to present a show at the Palace Theatre after the termination of the 'Co-Optimists' ends. Just a year ago in New York Mr. Ziegfeld presented his eighteenth annual edition of the Ziegfeld Follies, and it is interesting to compare the costs of a gigantic production of this kind now with what it used to be.

The original Follies cost less than \$2,000 to produce, and between 2700 and \$5000 to run. The eighteenth Follies cost more than \$50,000 to stage and \$20,000 weekly to run. The cost of rehearsals jumped from about \$200 a week to \$2,000. When the first show was produced the chorus costumes averaged £12; last year they were costing £70. No wonder Mr. Ziegfeld said then: "I can produce no more Follies because I have spoiled the public and no theatre is large enough and the prices charged are not high enough to meet the expense."

So although it will be a show and no doubt a very good one, we shall see at the Palace Theatre—it will not be the Ziegfeld Follies themselves. Mr. Ziegfeld is a native of Chicago. He is very prominent in New York, and, although he is hardly known at all in London, his wife, Billie Burke, was a favourite here at one time and played in comedy at the Vaudeville and also at the Haymarket.

SPORTING PAPER SOLD.

A further indication of the tendency so noticeable in recent years for numerous newspapers to become the property of one company is supplied by the *Sporting Life*, which has been purchased by Messrs. Odhams, Ltd., of Long Acre, W.C., from Mr. H. Batty Smith, a descendant of a partner in the firm of Ashley and Smith who founded the paper in 1885. Messrs. Odhams already own the *Sporting Life*, which somewhere about thirty years ago absorbed *Bell's Life*, a famous sporting journal started as a weekly and afterwards turned into a daily with indifferent success. During the war the *Sporting Life* had a struggle to keep its flag flying, partly because of the scarcity of racing news and also owing to the paper shortage, though this latter was a trouble that was very general at the time.

Every lover of sport, no matter what branch it may be, will feel sincere regret at the disappearance of the *Sporting Life*. It held first place in the estimation of the public interested in racing and to athletics. Whenever any point it was the common thing in clubs and elsewhere to refer the dispute to the Editor of the *Sporting Life*. The paper also made an income by wiring results of races to private patrons and by charging for its own return of starting-prices at meetings. For thirty odd years the chief writer of racing was Mr. William Allsopp, the "Special Commissioner," who is a Balliol man, and admittedly the best judge of horsemanship in England. H.B.

LORD HAWKE'S STORIES.

HOW THE TRUE SPORTSMAN ACCEPTS DEFEAT.

"To have had a bad day individually, and yet to have enjoyed a cheery match—that is the true stamp of an Englishman."

To illustrate his point, Lord Hawke, in his *Recollections and Reminiscences*, tells this anecdote:—

"Long before the war, the Gentlemen of the M.C.C. were playing, Garton Park. On the evening before, the M.C.C. captain telegraphed to Lord's that, owing to a disappointment, a bowler must be sent. A little man with a delightful smile, who said he could do a little all round, missed a catch, went in first wicket and was bowled first ball. All that might happen to anyone, but what was so nice was that he came up to his knees and sincerely said he had never been a better batsman. This was George Hobbs, who is an idol of the ground staff at Lord's."

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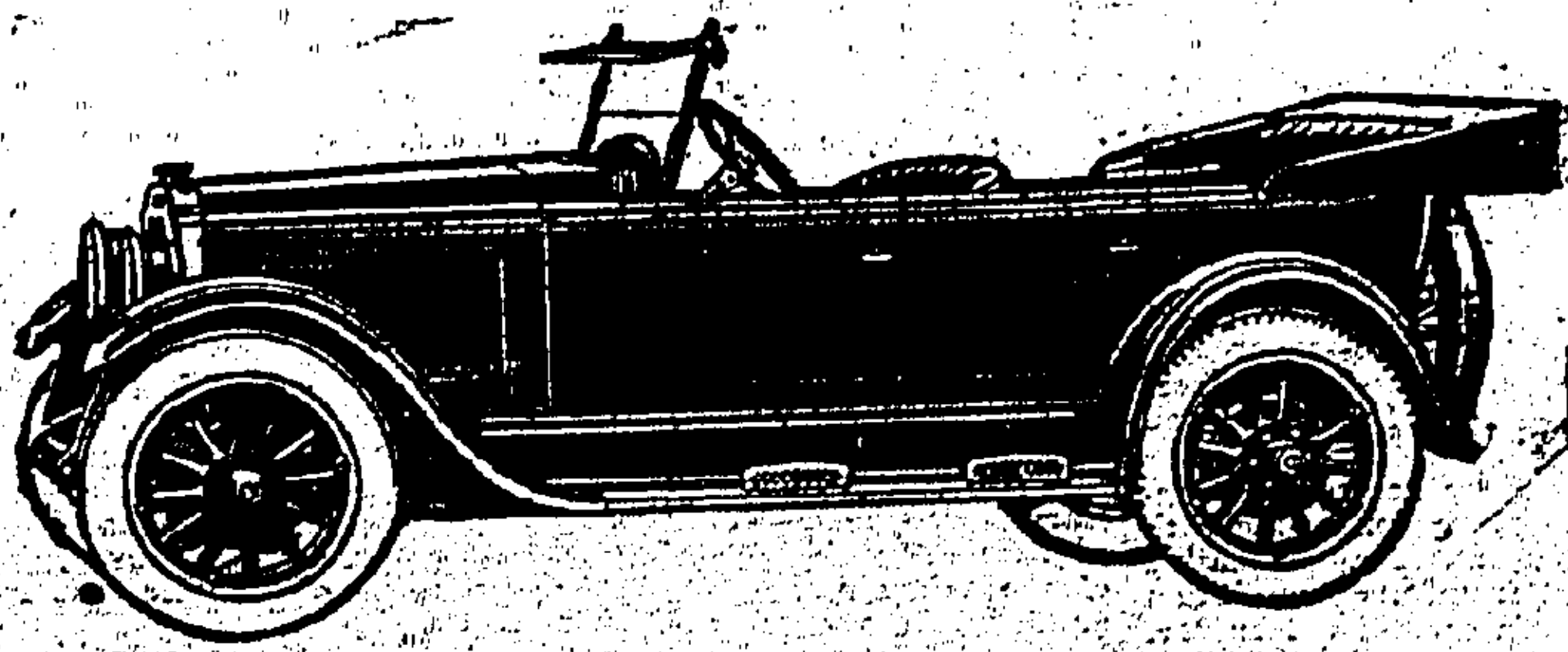
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THE THINGS MEN SAY.

SOME HISTORIC GIBES AT WOMEN.

THE STREAKED COMPLIMENT.

In one of her recently published letters Lady Alford, Thackeray's daughter, tells a correspondent that she had been out to dinner and sat next to Sir William Hamilton, who said "aggravating things about women, as usual." But prickly are notoriously harder to bear than the deep wounds of abuse. Mr. Arthur Symonds has had terrible moments in thinking "how many men of genius have dealt largely with the question of the repulsiveness of women." A general charge of repulsiveness can be borne with equanimity. It is more difficult to indict a whole sex than a whole nation, and women do not feel it incumbent to be apologetic and miserable for the sins of odd members of their community any more than men feel it a necessity to wear blue spectacles because Emily Brontë once created a villain and likened his evil eyes to the cloudy windows of hell. The indictment of woman as a sex has gone on merrily from Simonides—who differentiated between women made up of canine particles, the materials that enter into the composition of a fox, and the ingredients which compose an ass—to Schopenhauer, who proclaimed women *en masse* "most thorough and incurable philistines," and Tolstoy, who is most sweeping of all: "I shall one day write about women. When I am quite old and my digestion is completely out of order, and I am still looking out into the world through one eye, then I shall pop my head out and tell them. That's what you are!" and then pop it in again or they would peck me to death.

For the best answer to general denunciation perhaps women cannot do better than turn to the pages of the "Heart of Midlothian." Like all rogues, he was a great calumniator of the fair sex.

CLOTHES, COOKERY, AND CHILDREN.

The things which annoyed Lady Ritchie are in a very different category. Perhaps the most tiresome of all was uttered by William Morris. "There are two things about which women know absolutely nothing—dress and cookery. Their twist isn't that way. They have no sense of colour or grace in drapery, and they never invented a new dish or failed to half spoil an old one." To understand the things about which women know absolutely nothing—dress and cookery—women have always laid claim as well as to a special knowledge of children and skill in their treatment. It is annoying to find Jeremy Taylor pooh-poohing the claim, and insisting to Mrs. Jeremy Taylor that he can be much the better mother of the two on general as well as on particular grounds: "Mothers soften their children with kisses and imperfect noises, with the breast-milk of soft endearments. They rescue them from tutors, and snatch them from futors, and their feet dry and their bellies full; and then the children govern, and cry, and prove fools and troublesome, and this shall happen so long as the feminine republic does endure." With his usual chivalry, Mr. Gosse has suggested that if Jeremy Taylor had not thought wet feet negligible, and a finely masculine condition the dreadful mortality which presently pursued his little children might have been averted.

The things that have been said about women's looks, and their preoccupation with them, acquire an additional harshness because so many of them have come from men from whom one would least expect vexation. There is, for instance, Charles Lamb's famous pronouncement upon women: "God bless them, and upon women." God bless them, and when He makes any more, make 'em prettier," and when William Cowper turns aside from his cats and his sofas to discourse upon a subject so unsuited to his genius as face-painting, and reasons that a painted face is virtuous in France and immoral in England, he adds a rider to the effect that even in England "if a husband chose that his wife should paint it might be her duty to comply." In no other case, however, can I imagine the practice in this country to be either expedient or convenient. It is hard to imagine a more annoying theory than that a husband should be the arbiter of the powder-bowl and the rouge-pot.

After taunts about clothes, cooking, children, and complexions, perhaps the next most "aggravating thing" is the insinuation that if the highest possible compliment is required for a woman she must be labelled a man—as in the epitaph of Maria Theresa, "In sex a woman, in abilities a man," and the famous panegyric of the French Duchess. "She has all the qualities of a man, generous, discreet, enemy to all irony, considered by all the Royal Family," but that her true approximation was fixed in France by La Rochefoucauld, with his eternal *les femmes et les hommes*, and in England by Lord Chesterfield. "Women are below men and above children, but nearer to the latter." Goethe's little gibe that the public must be treated like women and children and he told absolutely nothing but what they like to hear is scarcely logical, since if women and children are subtracted only men are left. So it is ears all round which require the oil of pleasant speaking. Perhaps it was of such logic Mr. Shaw was thinking when he said that woman reduces us all to the same common denominator.

Goethe was never more annoying than when he tried to pay a compliment. "Women are silver dishes into which men put golden fruits," or when, having delighted his countrywomen with the charm of his female characters, he bade them understand that "my idea of women is not abstracted from the phenomena of actual life. They are all better than could be found in reality."

In the realm of Sir William Hamilton's "aggravating thing" the little streak across the corner takes high place. Sir Thomas More once enshrined in a delightful poem the picture of the woman whom he would have his friend marry.

(Continued on next column.)

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and having endowed her with all virtue and knowledge he concludes "You will waste with pleasure whole days in her society."

THE OPINION OF SENSIBLE MEN.

Perhaps the chief aggravation of these "aggravating things" is their persistence. Only a little while ago a deputa- tion of women who desire greater official influence in the Church had their claim disposed of by a quotation from Montaigne: "Women are hardly fit to treat on matters of theology." And if persistence is an aggravating thing in itself, the persistence of uncertainty is almost intolerable. Here, as might be expected, it is Samuel Butler who has played the arch-tantaliser. "All sensible men are of the same opinion about women, and no sensible man ever says what that opinion is."—G.M.A. in the *Manchester Guardian*.

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M/S. "Australia"	7th March, "	"
M/S. "Java"	15th April, "	"
M/S. "Chile"	5th May, "	"
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COMING-OUT PARTY IN A LINER.

WHAT WEALTH CANNOT BUY.

There are two girls in New York who are the envy of all the other girls belonging to the fashionable "Four Hundred." They are Miss Betty Franklin and Miss Eleanor Sparks.

An entire ocean liner—a palace beside which the Woolworth building shrivels to the size of an ordinary building—with its decks and its built-rooms, its gymnasium and its swimming pool, its saloons and salons, was given to one girl for one night for her first "coming-out" party. This is what the 1924 social season brought to Miss Betty Franklin. See had her "coming-out" party in the steamship *Minjetic*. Miss Sparks, it is said, will make her debut at a dance on board the *Beringaria*.

May I have my party in an ocean liner? has been the appeal of more than one debutante to her fond parents, but no wealth can charter these big ships when they are in port. This is the secret of the two fortunate girls. Miss Franklin's father is Mr. Philip A. S. Franklin, president of the White Star Line, and Sir Ashley Sparks, of the Cunard Line is the father of Miss Sparks. What money cannot buy influence obtained.

Miss Franklin's party was held recently on a moonlight evening. Grim and sinister West-street, which runs along the Hudson River for miles of cobblestones, shaggy warehouses and gloomy docks, became a veritable Fifth-avenue for the occasion.

Instead of the slow promenade of trucks along the river front and the occasional glimmer of a night watchman's lantern, the longshoremen of the neighbouring alleys witnessed a procession of shiny limousines guided by correctly uniformed chauffeurs.

Instead of the occasional shriek of a siren from a vessel chugging through a fog, or the choo-choo of small tugboats, West-street heard the purring of many motor-cars and the laughter of young people in evening dress.

By special arrangement, the line of cars with their fashionable occupants drove right up to the doors of the elevators at the dock. The guests were met at the gang-plank of the *Majestic* by a retinue of ship's officers. The newcomers joined those who were already dancing in the festooned ball-room.

Suddenly the band stopped, but people were saying, "Where does the other music come from?"

Couples moved towards the corner of the boat whence the second band was heard. There, in the moonlight, they saw an eight-piece orchestra playing for the few who had made the discovery earlier than they. Deck dancing lasted throughout the night.

SURPRISES.

There were other surprises, too. On the promenade deck cosy steamer chairs were in readiness for those who tired of dancing or of "touring" the ship. Even the captain's room was open for those whose fancy led them there.

The dinner, served at midnight in the main dining hall, was "different." The rigid formality that prevails at the usual debut dinner was absent. The guests sat at small round tables with cosy rose lamps.

No one was bored, which proved it the most unusual party of the season.

By an odd coincidence, the season in which Miss Sparks and Miss Franklin have elected to come out at their "salt-water dances" is one particularly rich in other socially prominent debutantes.

Will some original debutante have her "coming-out" party in the ZR3?

SHIPPING.

PASSENGERS.

ARRIVALS.

Per M.M. s.s. *Andre Lebou*, on Dec. 22nd:—For Hongkong: Mr. and Mrs. Pasquier, Mr. Cousin, Miss Turner, Mr. Piper, Mr. and Mrs. Goldenberg, Mr. H. de Conant, Mr. Ch. Casser, Mr. Daniel, Mr. Cleve, Mr. Gray, Mr. Gin Fany, Mr. Warner, Mrs. Seaton, Mr. de Roule, Mr. Drolette, Mr. and Mrs. Olive, Mr. and Mrs. Gustat, Bro. Paul, Mr. Villarion, Mr. Austin, Mr. Piderman, Mr. and Mrs. Valdes, Mr. Chak Ming, Mr. and Mrs. Yap, Mr. and Mrs. How En Law, Mr. A. W. H. Low, Mr. and Mrs. E. Sherwood, Mr. Cheung, Mr. Chue.

Per s.s. *President Monroe*, on Dec. 21st:—Mr. C. J. Austin, Mr. T. Blackburn, Mr. T. K. Lin, Mr. J. C. Owsley, Mr. and Mrs. Robert Ross and two children, Mrs. E. Villars, Mrs. Alice Binaldo, Mrs. E. G. Thom, Miss Mary Smith, Miss Judith Smith, Mrs. Clara J. Hicks, Mrs. Alice Maull, Mrs. Thatcher, Mr. A. P. Thatcher, Mr. Wm. E. Brown, Mr. F. L. Bridge, Miss E. G. Cavanaugh, Miss Norma Craven, Dr. and Mrs. H. S. Gosage, Miss H. M. Hoadley, Mr. Morse Ives, Mrs. E. F. Tyson, Dr. Wm. O. Krohn, Mrs. C. P. Kellogg, Mrs. Alice Merritt, Mrs. C. Milholland, Miss M. Milholland, Miss India Milholland, Miss Marion Mitchell, Mrs. May W. Mattocks, Mr. C. W. Tyson, Miss Muriel Mattocks, Miss K. Mattocks, Mrs. M. G. Magraw, Miss K. Olsen, Mrs. C. P. Soden, Mr. and Mrs. C. L. Tilden, Miss A. E. Tyson, Dr. Douglas Brown, Mr. Herbert Brown, Mr. A. S. Briden, Mrs. Ennio Dobner, Mr. and Mrs. Frank L. Hyde, Miss H. Kelly, Mr. and Mrs. S. L. Pritchard, Mrs. Wm. Newbold, Mr. C. Truesdell, Mr. and Mrs. E. H. Hamilton, Miss Mary R. Drummond, Miss Lillian Drummond, Mr. John R. Drummond, Miss Louis Drummond, Mrs. H. W. Fangel, Mr. and Mrs. Peter Cameron, Mr. S. B. Colgate, Mr. J. G. Glover, Mrs. Coover, Mrs. W. Mackenzie, Dr. and Mrs. E. Meyer, Mr. Edward Morgan, Mrs. Wm. Morrison, Miss Mary Bohall, Mrs. B. L. Wright, and Mr. E. B. Weiss.

DEPARTURES.

Per M.M. s.s. *Angers*, on December 21st:—Mr. L. Boudheim, Mr. A. Appelbann, Mr. F. L. Robbins, Mr. and Mrs. de Jong, Mr. and Mrs. Jones, Mr. Lonsay, Rev. Sister Agathe, Rev. Sister Theresa, Mr. Allison, Mr. and Mrs. Kolodkin, Mr. and Mrs. B. J. Palmer, Mr. D. Palmer, Mr. Bunbury, Mr. and Mrs. Leo H. Wise, Miss Heidelberg, Mr. J. Babb, Mr. and Mrs. Descans, Mr. P. Henry, Mr. Verhinden, and Mr. Le Bachanne.

Per Dollar s.s. *President Monroe*, on December 22nd:—Mr. and Mrs. John S. Raser, Miss Albert Patterson, Mr. Wm. Cutler, Miss Alice Hawkey, Mr. and Mrs. Erskine Williams, Mr. Chen Wei Sung, Mr. and Mrs. Dale Carleton, Mr. and Mrs. Burney Bird, Mr. E. J. Haber, Rev. and Mrs. W. E. Crabtree, Mr. and Mrs. Valdes, Mrs. Villarion, Miss B. Young, Miss E. A. Jones, Mrs. O. J. Hicks, Miss A. Maull, Mr. and Mrs. A. P. Thatcher, Mr. Wm. E. Brown, Mrs. F. L. Bridge, Miss E. C. Cavanaugh, Miss N. Craven, Mr. and Mrs. H. C. Gosage, Miss H. M. Hoadley, Mr. Morse Ives, Dr. Wm. O. Krohn, Mrs. C. P. Kellogg, Mrs. Alice Merritt, Mrs. C. Milholland, Miss M. Milholland (co), Mrs. M. W. Mattocks, Mrs. E. F. Tyson, Mr. C. W. Tyson, Miss E. F. Tyson, Miss M. Mattocks, Miss F. Mattocks, Mrs. M. G. Magraw, Miss Mary Olsen, Mrs. C. P. Soden, Mr. and Mrs. C. L. Tilden, Dr. D. Brown, Mr. H. Brown, Mr. A. S. Briden, Mrs. E. Dobner, Miss H. Dobner, Mr. and Mrs. Frank L. Hyde, Miss H. Kelly, Mr. and Mrs. S. L. Pritchard, Mrs. Wm. Newbold, Mr. C. Truesdell, Mr. and Mrs. E. H. Hamilton, Miss M. W. Dallarm, Mrs. E. D. Snell, Mrs. H. Young, Mrs. M. R. Drummond, the Misses Drummond (3), Mr. J. R. Drummond, Mrs. H. W. Fangel, Mr. and Mrs. P. Cameron, Mr. and Mrs. S. B. Colgate, Mr. and Mrs. L. G. Coover, Mrs. W. Mackenzie, Dr. and Mrs. H. Meyer, Mr. E. Morgan, Mrs. Wm. Morrison, Miss M. Schultz, Mrs. B. L. Wright, and Mr. Robert E. Weiss.

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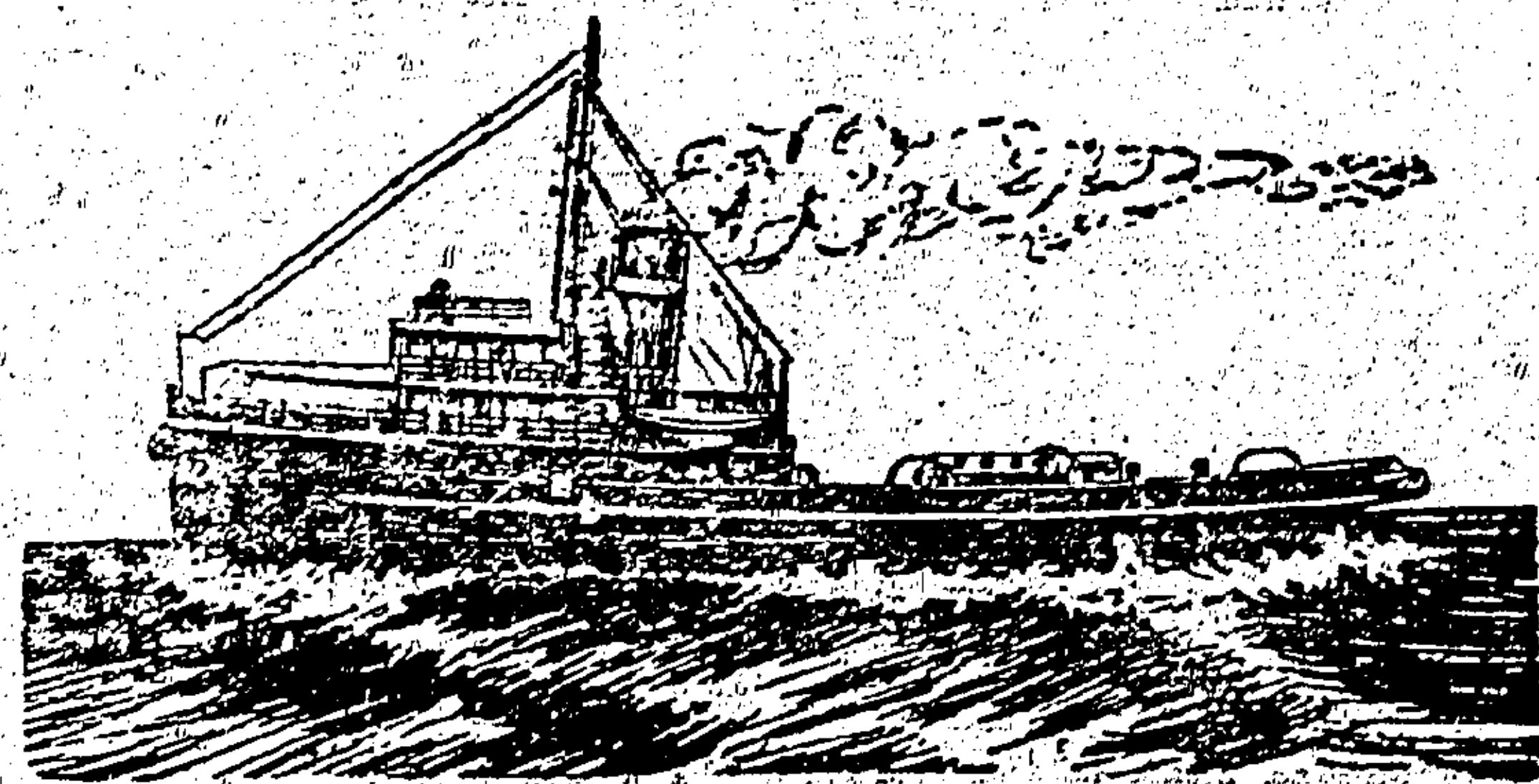
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SHIPPING NEWS

ARRIVALS.

December 21st.

Adolf von Berger, German str., 3,419 tons, Capt. Richard Hohlfield, from Shanghai, which port she left on December 18th, with a general cargo, lying at buoy No. 41—Reuter Brockelmann & Co.

Akutan Maru, Japanese str., 1,752 tons, Capt. S. Ishiguro, from Kobe, which port she left on Dec. 11th, with a cargo of coal, lying at Quarry Bay—M.B.R.

Tsui Maru, Japanese str., 718 tons, Capt. T. Ishigaki, from Kure, with a cargo of coal, lying at buoy No. 47—Suzuki & Co.

Wah Shan, Chinese str., 238 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf—Sui Lee S.S. Co.

Yungchow, British str., 1,216 tons, Capt. P. R. Purdew, from Shanghai, which port she left on December 12th, with a general cargo, lying at buoy No. 812—B. & S.

Yue Ying Ho, British str., 516 tons, Capt. C. Masson, from Hoihow, with a general cargo, lying at buoy No. 44—(Hong Yue S.S. Co.

December 22nd.

Aizawa Maru, Japanese str., 238 tons, Capt. T. Furukawa, from Itoya, with a cargo of coal, lying at buoy No. 448—Mitani & Co.

Andre Lebon, French str., 1,308 tons, Capt. J. Cousin, from Marseilles, with a general cargo, lying at Kowloon wharf—M.M.

Hengshu, Chinese str., from Canton, lying at buoy No. 417.

H. H. Asquith, British str., 3,478 tons, Capt. C. Watley, from Cardiff and Sabang, the latter she left on Dec. 8th, with a cargo of coal, lying at buoy No. 425—Dodwell & Co.

Kiako Maru, Japanese str., 1,590 tons, Capt. E. Kanbara, from Kure, with a general cargo, lying at buoy No. 849—O.S.K.

Kojan Maru, Japanese str., 1,590 tons, Capt. N. Ishiguro, from Dairen and Weihaiwei, with a general cargo, lying at buoy No. 441—M.B.R.

Winglo, British str., 1,238 tons, Capt. W. Shaw, from Bangkok and Hoihow, with a general cargo, lying at buoy No. 416—B. & S.

Philippines, British str., 1,787 tons, Capt. E. Jones, from Vancouver and Mike, the former port she left on November 13th and the latter on December 10th, with a general cargo, lying at buoy No. 42—B. & S.

Shantung, British str., from Canton, lying at Taikotsui.

Sanning, British str., from Canton, lying at buoy No. 45.

Szechuen, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai and Amoy, with a general cargo, lying at buoy No. 812—B. & S.

Tijlwinck, Dutch str., 3,081 tons, Capt. P. Abbo, from Shanghai and Amoy, with a general cargo, lying at buoy No. 427—J.C.J.L.

Yuleanna, Dutch str., 707 tons, Capt. G. J. Dijk, from Tamsui, lying at Taikotsui—Asiatic Petroleum Co.

CLEARANCES.

December 21st.

Albert Narrant, for Hongkong.
Angers, for Tourane.
Exangette, for Canton.
Shinoh Maru, for Kobe.
Takima, for Singapore.
Yunato Maru, for Singapore.
Yungchow, for Canton.

December 22nd.

Adolf von Berger, for Manila.
Aizawa Maru, for Canton.
Andre Lebon, for Shanghai.
Carano, for Canton.
Uydepe, for Shanghai.
Deauville, for Swatow.
Haitan, for Hoihow.
Hengshu, for Keelung.
Hong Hui, for Swatow.
Hydrangea, for Swatow.
Kaying, for Swatow.
Kinko Maru, for Canton.
Kokusan Maru, for Samarinda.
Kwangghah, for Shanghai.
Kwangghah, for Kwang Chow Wan.
Kwangghah, for Manila.
President Grant, for Manila.
Smith, for Kwang Chow Wan.
Smith, for Amoy.
Szechuen, for Canton.
Taiyo Maru, for Taitai Bay.
Tijlwinck, for Shanghai.
Tsui Maru, for Canton.
Uydepe, for Shanghai.
Yuleanna, for Canton.
Wah Shan, for Kwang Chow Wan.
Waishan, for Canton.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, left Vancouver for Hongkong, via Japan ports and Shanghai on December 19th, and is expected to arrive here on January 8th.

The P. & O. Co.'s s.s. *Kalyan* left Singapore for this port on the 21st inst. at 11 a.m. with the outward English mails, and is due to arrive here on the 28th inst. at about 10 a.m.

The P. & O. Co.'s s.s. *Sticilia*, left Singapore for this port on the 21st inst. at 10 a.m., and is due at Hongkong on the 27th at about 6 p.m.

The P. & O. s.s. *Malta*, from Hongkong, arrived at London on December 19th at 9 a.m.

The Admiral Oriental liner *President Grant*, which sailed from this port at 7 p.m. on December 20th, arrived at Manila at 7 a.m. on December 22nd. She returns from this port at 5 p.m. on December 25th, arriving here at 7 a.m. on December 27th, and sails for Victoria and Seattle, via Shanghai and Japan, at 10 a.m. on December 29th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Kawachi Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
New York & Boston	Slavic Prince	Brit.	Prince Line	On 1st Jan.
Boston, New York & Baltimore via Suez	Hyson	Brit.	The Bank Line, Limited	On 25th inst.
SAN FRANCISCO via S'hai & Jap. Ports & H'ld.	President Taft	Am.	Pacific Mail S.S. Co.	On 3rd Jan., 11 a.m.
SAN FRANCISCO, &c.	West Tetter	Am.	Stratton & Barry	On 2nd Jan.
VICTORIA & VANCOUVER via J. Ports	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 5th Jan.
VICTORIA, SEATTLE & VANCOUVER via J. Ports	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 31st inst., 11 a.m.
VICTORIA & VICTORIA via S'hai Kobe & Yokohama	Falcolette	Brit.	Butterfield & Swire	On 18th Jan.
SEATTLE & VICTORIA via S'hai Kobe & Yokohama	President Grant	Am.	Admiral Oriental Line	On 23rd inst.
MARSEILLES LONDON, ROTTERDAM HAMBURG, &c.	Khiva	Brit.	P. & O. B. I. & A. L.	On 27th inst.
MARSEILLES, &c.	Paul Lecat	Brit.	Messageries Maritimes	On 4th Jan.
MARSEILLES, &c.	Andre Lebon	Brit.	Messageries Maritimes	On 18th Jan.
MARSEILLES, &c.	Amboise	Brit.	Messageries Maritimes	On 1st Feb.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Hakosaki Maru	Jap.	Nippon Yusen Kaisha	On 31st inst., 11 a.m.
HAYE, LONDON, R'DAM & HAMBURG	City of Tokio	Brit.	The Bank Line, Ltd.	On 13th Jan.
MARSEILLES, HAYE, LONDON & HAMBURG	Cyclops	Brit.	Butterfield & Swire	On 31st inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Luhwigshafen	Ger.	Melchers & Co.	On 17th Jan.
AMSTERDAM, LONDON, HAMBURG & HOLL.	Telegraf	Brit.	Butterfield & Swire	On 29th inst.
LONDON, ROTTERDAM, HAMBURG & ORAN	Carnarvonshire	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Jan.
BONNAY via SINGAPORE & COLOMBO	Onderkerk	Jap.	Nippon Yusen Kaisha	On 24th inst.
STRAITS & CALCUTTA	Tokushima Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 14th Jan., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	Barymore	Brit.	P. & O. B. I. & A. L.	On 5th Jan.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sondan	Brit.	P. & O. B. I. & A. L.	On 24th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sticilia	Brit.	P. & O. B. I. & A. L.	On 21st Jan.
SINGAPORE & BELAWAN-DEI	Van Cloon	Dut.	Java-China-Japan-Lijn	On 1st Jan.
BANDUNG, VENICE & TRIESTE	Nippon	Jap.	Jardine, Matheson & Co., Ltd.	On 2nd Jan.
WEIHAIWEI, CHEFOO & LINTING	Kinkiang	Jap.	Jardine, Matheson & Co., Ltd.	On 27th inst., Noon
HAIPHONG via HOIHOW & PAKHOI	Takima Maru	Jap.	Jardine, Matheson & Co., Ltd.	About —
KEELUNG via SWATOW & AMOY	Mansang	Brit.	Jardine, Matheson & Co., Ltd.	About —
SANDAKAN	Ali Maru	Jap.	Nippon Yusen Kaisha	On 27th inst., Noon.
AUSTRALIAN PORTS via MANILA	Arifura	Brit.	P. & O. B. I. & A. L.	On 14th Jan., 11 a.m.
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	Morioka Maru	Jap.	Nippon Yusen Kaisha	On 17th Jan.
TSINGTAI via SWATOW & SHANGHAI	Foehing	Brit.	Jardine, Matheson & Co., Ltd.	On 25th inst., 7 a.m.
MOI & KOBE	St. Albans	Brit.	P. & O. B. I. & A. L.	On 3rd Jan.
SHANGHAI, MOI & KOBE	Sicilia	Brit.	P. & O. B. I. & A. L.	On 27th inst., 10 a.m.
YOKOHAMA, SHANGHAI, KOBE & MOI	Yanzia	Ital.	Dodwell & Co., Ltd.	On 27th inst.
SHANGHAI & NORTH CHINA	Tijlwinck	Dut.	Java-China-Japan-Lijn	About 1st Jan.
MOI & KOBE	Tolosa	Brit.	P. & O. B. I. & A. L.	About 23rd inst.
SHANGHAI, MOI & KOBE	Morva	Brit.	P. & O. B. I. & A. L.	On 10th Jan.
YOKOHAMA, KOBE, MOI & SHANGHAI	Jala de Panay	Brit.	Jardine, Matheson & Co., Ltd.	On 16th Jan.
TSINGTAI	Chihching	Dut.	Java-China-Japan-Lijn	On 29th inst., 7 a.m.
BATAVIA	Tijlwinck	Dut.	Jardine, Matheson & Co., Ltd.	About 25th inst.
HAIPHONG via HOIHOW	Chihua	Brit.	Butterfield & Swire	On 23rd inst., 11 a.m.
HOIHOW & SINGAPORE	Kwangchow	Brit.	Butterfield & Swire	On 29th inst., 11 a.m.
SWATOW, AMOY & FOCHOW	Hai-Ning	Brit.	Douglas LaPraik & Co.	On 23rd inst., 4 p.m.
SWATOW, AMOY & FOCHOW	Haihong	Brit.	Douglas LaPraik & Co.	On 28th inst., 10 a.m.
MANILA	President Taft	Am.	Pacific Mail S.S. Co.	On 18th inst., 4 p.m.
MANILA	Empress Canada	Brit.	Canadian Pacific O.S. Ltd.	On 26th inst.
MANILA via AMOY	Suisang	Am.	Jardine, Matheson & Co., Ltd.	On 27th inst., 3 p.m.
MANILA	President Madison	Span.	Admiral Oriental Line	On 1st Jan.
MANILA, SINGAPORE, COLOMBO, &c.	Legaspi	Span.	Botelho Bros.	On 3rd Feb.
MANILA, ITOLO, CEBU & ZAMBOANGA	West Chopaka	Brit.	Struthers & Barry	On 12th Jan.

WEATHER REPORT.

December 22nd at 17.55—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity with 120 miles of Lat. 14 deg. N. Long. 115 deg. E., moving W.

December 22nd at 18.00—Pressure has decreased slightly over Japan, S. China and India. It has increased moderately from China.

The satellite over China has strengthened. The typhoon, at 2 p.m. this afternoon, was in about Lat. 14 deg. N. and Long. 115 deg. E., moving West.

Fresh to strong monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Cyclonic gales are probable S. of the Maclellan Bank.

Manila warning, 22nd at 15.35.—Typhoon in Lat. 14 deg. N. Long. 115 deg. E., moving W.N.W. Recd. 22d. 17h. 15m.

Hongkong rainfall for the 24 hours ending at 18 hours, Dec. 22nd 0.00 inch. Total since January 1st, 98.49 inches, against an average of 32.65 inches.

The forecast for the 24 hours ending at 18 hours, Dec. 23rd is as follows—

District Forecast
Formosa Channel N.E. winds, fresh to strong.

Hongkong to Gap Rock N.E. winds, fresh to fine.

South coast of China between Hongkong and Lamook do.

South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 22nd.

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather	Rain
30.07	30.14	30.06	E	N	NNE	0.00
68	58	67	47	63	45	0.00
3	3	3	3	3	3	0.00
0.00	0.00	0.00	0.00	0.00	0.00	0.00

Highest open-air Temperature on 21st ... 88
Lowest open-air Temperature on 22nd ... 58

HONGKONG TIDE TABLE.

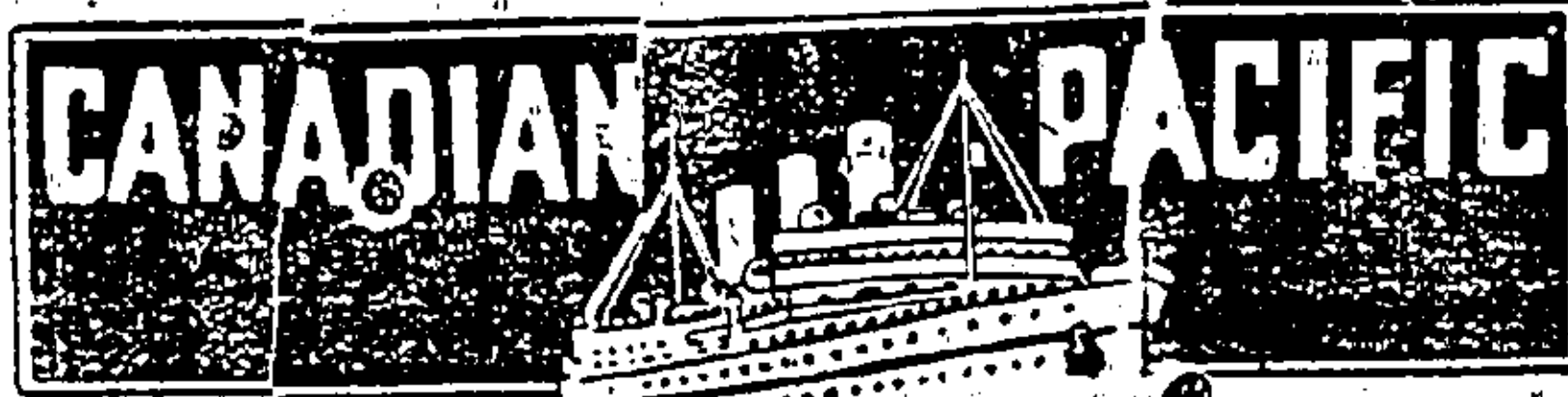
From December 22nd to 29th, 1924.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	22	h. m.	ft. in.	h. m.	ft. in.
Wed.	23	7 11	7 2	0 28	3 0
Thurs.	24	7 39	6 9	1 2	3 1
Fri.	25	8 54	5 1	2 50	1 3
Satur.	26	8 18	4 2	1 45	3 0
Sun.	27	9 49	4 9	3 37	0 7
Mon.	28	8 55	4 4	2 25	3 1
Tues.	29	10 43	4 7	4 23	0 0
Wed.	30	9 43	3 8	5 10	0 9
Thurs.	31	11 37	4 0	6 10	0 9
Fri.	1	10 33	3 3	5 49	0 3
Sat.	2	0 33	4 5	5 59	0 3
Sun.	3	11 22	7 8	4 34	3 8

VESSELS EXPECTED.

Atrous (Blue Funnel), due Jan. 6th.
Benzorlich (Ben Line), due December 24th.

Empress of Canada, due December 24th, 11 a.m.
Naragden (P. & O.), due to-day.
Soudan (P. & O.), due to-day.
Takada (B.I. & A.), due to-day.



HOME VIA CANADA

Hongkong to England

via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due	From Vancouver	Due	From Montreal	Due
Empress Asia	Jan. 8 Jan. 26	Montclair	Feb. 6 Feb. 13		
Empress Canada	Jan. 23 Feb. 9	Mellita	Feb. 19 Feb. 26		
Empress Russia	Feb. 6 Feb. 23	Montclair	Mar. 6 Mar. 13		

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets sold. Early reservation necessary.

Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE

From Hongkong	Due	From Manila	Due	From Hongkong	Due
Dec. 26	Dec. 28	Empress Canada	Dec. 29	Dec. 31	
Jan. 9	Jan. 11	Empress Russia	Jan. 12	Jan. 14	
Passenger Department	Tel. 752	Cables: GACANPAC.			
Freight and Express	Tel. 42	Cables: NAUTILUS.			
Carry Dominion Express Travellers (Cheques-Payable) Freights.					

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE STEAMSHIP

"VAN CLOON"

1st January, 1925.

For SINGAPORE, PENANG and BELAWAN-DEI DIRECT.

Offers excellent Saloon accommodation.
All lower berths.
English cuisine.
Doctor carried.
Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal-Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574.

YORK BUILDING, CHATER ROAD.

Change of Sailing.

PACIFIC MAIL

STEAMSHIP CO.

S.S. "PRESIDENT TAFT"

SAILS FOR

MANILA

AT

4 p.m., TUESDAY, DECEMBER 23rd, 1924.

Arriving Manila Xmas Morning.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G 2405, 2420, 2440
SUNDAY MARU Wednesday, 31st Dec., at 11 a.m.

SEIZUOKA MARU Wednesday, 4th Feb., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore Ports.

HAKOSAKI MARU Wednesday, 31st Dec., at 11 a.m.
HAKUSAN MARU Wednesday, 14th Jan.

HAMBURG via LONDON & ROTTERDAM.
DARAR MARU Sunday, 7th Feb.

LIVERPOOL via ADEN & MARSEILLES.
LINA MARU Monday, 8th Feb.

SYDNEY & MELBOURNE via Manila Ports.
AKI MARU Wednesday, 14th Jan., at 11 a.m.

MISHIMA MARU Wednesday, 18th Feb.
NEW YORK & BOSTON via PANAMA.

TATSUNO MARU Sunday, 4th Jan.
BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU (calls Delagoa Bay & Port Elizabeth) Wednesday, 24th Dec.

BOMBAY via Singapore, Penang & Colombo.
TOKOSHIMA MARU Wednesday, 24th Dec.

MUROKAN MARU Wednesday, 27th Dec.
CALCUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU Wednesday, 31st Dec.
NAGASAKI, KOBE & YOKOHAMA.

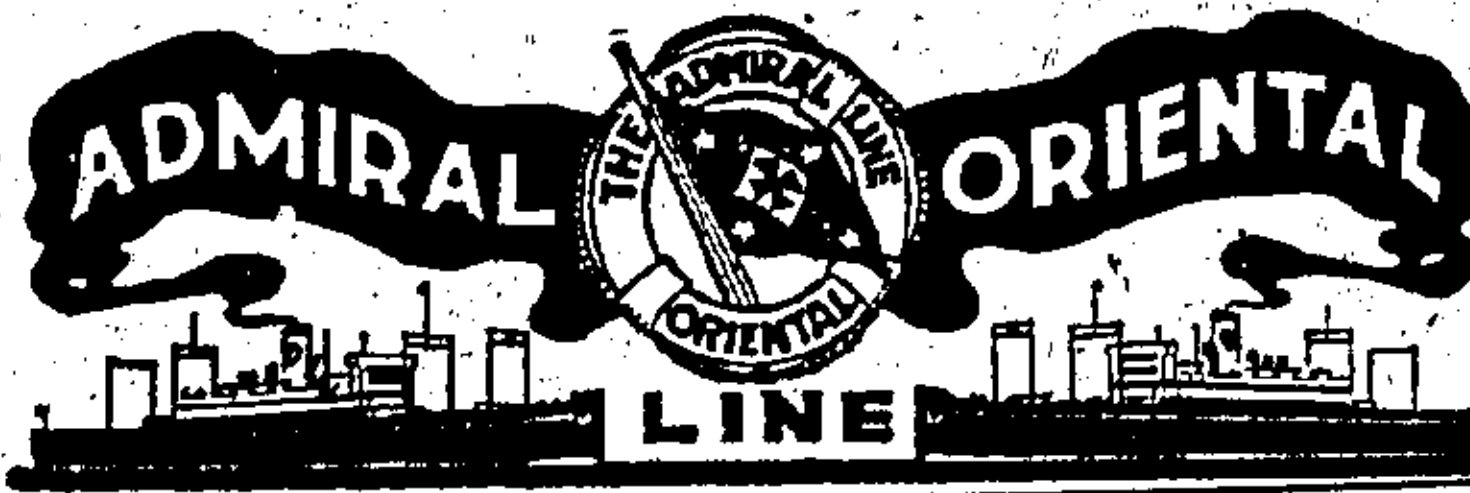
MISHIMA MARU Wednesday, 14th Jan.
SHANGHAI, KOBE & YOKOHAMA.

MARUKA MARU Friday, 28th Dec.
HARUNA MARU Tuesday, 30th Dec.

WAKASA MARU (Kobe Direct) Tuesday, 6th Jan.
KAMO MARU Wednesday, 14th Jan.

For further information, apply to—
Telephone: Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.
NIPPON YUSEN KAISHA.



ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Passengers Sailings from Hongkong.

Subject to Alteration.

"CITY OF TOKIO" 13th Jan. Havre, London, R'dam, Hamburg

PASSENGER SERVICE.

"CITY OF KARACHI" 23rd Jan. Marseilles, London, etc.
"CITY OF BARJOLA" 4th March Do.
"TRAFFORD HALL" 11th April Do.

"A" Class. "B" Class.

FARES TO LONDON.

Single 1st Class "A" £292, "B" £234. (Single 2nd Class "A" £262, "B" £256. Cargo Steamers, Saloon Passage—£82.

For further particulars, apply to—

THE BANK LINE, LTD.
(Tel. Central 789).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"HYSON" via Suez Canal 23rd Dec.
"IXION" via Suez Canal 8th Jan.
"COLORADO" via Suez Canal 19th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL ELOCAT	—	—	4th Jan. 1925
ANDRE LEBON	—	—	18th Jan. "
AMBOISE	4th Dec.	5th Jan. 1925	1st Feb. "
CHATELAIN	18th Dec.	19th Jan. "	15th Feb. "
PORTHOISE	1st Jan. 1925	2nd Feb. "	1st Mar. "
AMAZON	15th Jan. "	15th Feb. "	15th Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £25. 0s. 0d. B CLASS (1st Class) £23. 0s. 0d.
STEAMERS (2nd) £22. 0s. 0d. STEAMERS (2nd) £20. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

" loading for HAVRE, ANTWERP

" DUNKIRK about

" MIL" from DUNKIRK, LONDON & HAVRE is due

to arrive about 2nd week of January, 1925.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

"HAI-NING" Capt. W. C. Passmore 2nd Dec. at 4 p.m.
"HAIHONG" Capt. Ellis Walker 28th Dec. at 10 a.m.
"HAIHING" Capt. A. H. Steward 31st Dec. at 1 p.m.

*Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

Round Trip Tickets will be issued from Hongkong to Fuchow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAIHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPEAUX & CO.,

General Managers

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SLAVIC PRINCE" 1st Jan. 1925
S.S. "EASTERN PRINCE" 1st Feb. "

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED

Telephone Central 3165
Telegrams Furprince.

(Incorporated in Great Britain)
King's Building.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
SEBRATE, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"BOUDAN"	5,896	24th Dec. Noon	S'pore, Penang, Colombo & B'way.
"KHIVA"	9,135	27th Dec. Noon	Marseilles, L'don., Rotterdam, Hamburg, Antwerp and Hull
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	6,813	21st Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars., London, R'dam. & Antwerp
"MOORE"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,884	15th Feb.	S'pore, Penang, Colombo & B'way.
"KASHMIR"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"BOUDAN"	5,896	18th Mar.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	9,005	21st Mar.	Marseilles, London & Antwerp
"SICILIA"	6,813	31st Mar.	S'pore, Penang, Colombo & B'way.
"MASTUA"	10,902	4th Apr.	Marseilles & London
"KALYAN"	9,088	18th Apr.	Mars., L'don. & Antwerp.
"MACEDONIA"	11,089	2nd May	Marseilles & London
"SARDINIA"	6,884	16th May	S'pore, Penang, Colombo & B'way.

BRITISH INDIA-APCAR SAILINGS

"TAKIWA"	8,500	8th Jan. 1925	Singapore, Penang & Calcutta
"TAIBRA"	8,500	11th Jan. "	do.
"TAKADA"	8,949	18th Jan. "	do.
"TALMA"	10,000	28th Jan. "	do.
"TILAWA"	10,000	24th Feb. "	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	8,000	30th Dec.	Manila, Kolambangan, Sandakan, Tourade Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	4th Feb. 1925	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"TANDA"	6,958	28th Feb. "	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TAKADA"	8,949	28th Dec. 10 a.m.	Amoy, Shanghai, Moji & Kobe.
"KALYAN"	9,118	28th Dec. 10 a.m.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	29th Dec. 10 a.m.	do.
"TAKIWA"	8,500	1st Jan.	Amoy
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"DONGOLA"	8,083	7th Jan.	Shanghai & Kobe.
"TALMA"	10,000	10th Jan.	Moji & Kobe.
"MOORE"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"SARDINIA"	6,884	24th Jan.	do.
"TILAWA"	10,000	24th Jan.	Moji & Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe.
"KASHGAR"	9,005	21st Feb.	do.
"BOUDAN"	5,896	21st Feb.	do.
"SICILIA"	6,813	7th Mar.	do.
"ARAFURA"	8,000	7th Mar.	Moji & Kobe.
"MASTUA"	10,902	7th Mar.	Shanghai, Moji & Kobe.
"KALYAN"	9,088	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe.
"SARDINIA"	6,884	17th Apr.	Shanghai, Moji & Kobe.
"NAGOYA"	6,884	22nd Apr.	do.
"MOORE"	10,911	1st May	do.
"TANDA"	6,958	9th May	Moji & Kobe.
"KALYAN"	9,118	15th May	Shanghai, Moji & Kobe.
"MALWA"	10,941	29th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage Fares, Freight, Handbooks, etc., apply to—

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CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
AMOY & SHANGHAI	"SUNNING"	On 23rd Dec.	D.L.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 24th Dec.	4 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 25th Dec.	4 a.m.
SHANGHAI	"SZECHUEN"	On 25th Dec.	11 a.m.
SHANGHAI & TSINGTAO	"LUOHOW"	On 27th Dec.	Noon
CHEFOO & TIENTSIN	"KIU-IANG"	On 27th Dec.	Noon
HOIHOW & SINGAPORE	"CHINHUA"	On 28th Dec.	11 a.m.
SWATOW & BANGKOK	"SOOCHOW"	On 28th Dec.	11 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 28th Dec.	11 a.m.
AMOY & SHANGHAI	"SUIYANG"	On 30th Dec.	D.L.
SHANGHAI	"SINKIANG"	On 1st Jan.	11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 1st Jan.	11 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 3rd Jan.	Noon

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooking.

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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Bango, Thursday Is., & Aus. Ports on or about
"CHANGSHA"	10th Jan. 1925	17th Jan. 1925
"TAIYUAN"	23rd Feb. "	28th Feb. "

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

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£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA"	—	—	Sails about 1st Jan. 1925.
S.S. "NUMIDIA"	—	—	Sails about 14th Jan. "
S.S. "LACONIA"	—	—	Sails about 22nd Jan. "
S.S. "FIUME-L"	—	—	Sails about 1st Feb. "

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA"	—	—	Sails about 7th Jan. 1925.
S.S. "NUMIDIA"	—	—	Sails about 2nd Feb. "
S.S. "VENEZIA"	—	—	Sails about 7th Feb. "
S.S. "LACONIA"	—	—	Sails about 28th Feb. "
S.S. "FIUME-L"	—	—	Sails about 27th Mar. "

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U.S.S. "WEST SEQUANA"	—	—	Due Hongkong 3rd Dec
U.S.S. "WEST JESTER"	—	—	Leave Hongkong 2nd Jan
U.S.S. "WEST JESTER"	—	—	Due Hongkong 18th Jan
U.S.S. "WEST JESTER"	—	—	Leave Hongkong 14th Jan

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Leave Hongkong 24th Dec

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U.S.S. "WEST CHOPAKA" Due Hongkong 10th Jan
Leave Hongkong 12th Jan

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